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Monday, March 13, 1961
Phalguna 22, 1882 (Saka)

LOK SABHA DEBATES

(Thirteenth Session)

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LOK SABHA

Monday, March 13, 1961/Phalguna 22, 1882 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Production of Zinc

*766. **Shri Harish Chandra Mathur:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the programme for production of zinc in Zawar Mines in Rajasthan; and

(b) what are the possibilities for stepping up production during the Third Five Year Plan period and steps being taken in that direction?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). A statement is laid on the Table of the House.

STATEMENT

(a) A licence under the Industries (Development and Regulation) Act, 1951, has been granted to a firm to set up a 15,000 tons zinc smelter near Udaipur (Rajasthan) based on the Zawar deposits. According to the terms of the licence, the unit is to be established by the middle of 1962.

(b) The present known workable deposits of zinc in the country are confined to the Zawar area in Rajasthan. Indications are available that the smelter at Zawar could be later expanded to about 40,000 to 45,000 tons per annum if sufficient quantities of ores are proved there.

Exploratory work for other deposits also has been taken in hand which, it is hoped, will yield, in due course, a clear picture of the indigenous availability of zinc ore deposits in other parts of the country. Meanwhile, it is proposed to issue a licence to a private party for setting up another 12,000 ton per annum zinc smelter in the Calcutta region based on imported concentrates.

Shri Manubhai Shah: Sir, there is also another question on zinc smelters which, if I have your permission, I would like to club.

Shri Raghunath Singh: Question No. 778, which I have tabled, also deals with zinc smelters.

Shri D. C. Sharma: Only one question should be taken up at one time.

Mr. Speaker: I agree. But why should not we take them up together if they are connected?

Zinc Smelter

\+

*778. **Shri Raghunath Singh:**
Shrimati Ila Palchoudhuri:
Shri Muhammed Elias:
Shri N. M. Deb:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether a proposal for establishing medium sized zinc smelter at Calcutta is under the consideration of the Government of India;

(b) if so, the progress made in connection therewith; and

(c) the financial implications of the proposal?

The Minister of Industry (Shri Manubhai Shah): (a) to (c). It is

proposed to issue an industrial licence to a private party for the manufacture of 12,000 tons of zinc per annum based on imported concentrates. The scheme is expected to lead to a substantial saving of foreign exchange. The party is still working out the exact details of the scheme.

Shri Harish Chandra Mathur: Sir, this will mean a complete mix up. One is in Rajasthan, the other in Calcutta and there are one or two other smelters.

Mr. Speaker: All right. I will first allow supplementaries to be put on Question No. 766. They seem to be connected in a way.

Shri Manubhai Singh: He has also asked for information about the whole zinc industry in the country.

Mr. Speaker: Shri Mathur may confine his supplementaries only to his Question No. 766.

Shri Harish Chandra Mathur: May I know if the hon. Minister is aware that there is a strong feeling that there has been woefully slow progress in this project, particularly in Rajasthan; if so, may I know what are the reasons which have stood in the way and what steps are being taken to step up the progress and whether it will be possible to complete it in 1962?

Shri Manubhai Shah: Yes, Sir, the smelter is expected to go into production in 1962. There has been no woefully slow progress. As a matter of fact, from 100 tons to 500 tons they have now gone into a production of 2,500 tons of ores. That I think has been quite a satisfactory rate of progress.

An Hon. Member: We are not able to hear.

Mr. Speaker: The hon. Minister will look at me and speak. The mikes have been so arranged that I will receive the voice of every hon. Member who speaks. If the hon. Minister turns that side or turns backward while speaking the mike does not catch his voice.

Shri Kasliwal: In answer to part (b) of the Question it is said that the present known workable deposits of zinc in the country are confined to the Zawar area in Rajasthan. If this is so, may I know why this private party which has been all along dilly-dallying with this is being continued to be supported for this purpose?

Shri Manubhai Shah: I made it quite clear in my answer that it is not a question of supporting. Their progress has been satisfactory. That will be the first zinc smelter to be installed in Rajasthan. Any other step would have delayed the matter considerably.

Shri Harish Chandra Mathur: May I know whether Government is not satisfied that there is enough possibility at Zawar mines to feed both the smelters? May I know why Government wants to start a smelter based on imported concentrates and why we cannot step up things in Rajasthan itself?

Shri Manubhai Shah: Zawar, as I have already indicated in my answer, is only of about 40,000 tons to 45,000 tons. As the House is aware, the requirement of zinc for the country is going to be 1,70,000 tons a year. It is all today being imported. So there is scope not for one or two smelters but half-a-dozen smelters of this type.

Shri Kasliwal: In answer to a question about a year back the hon. Minister was pleased to say that Rs. 30,00,000 had been advanced to this private company, which is probably the Metal Corporation. May I know now whether either the Central Government or the State Government has advanced or proposes to advance any further money to this Corporation?

Shri Manubhai Shah: Since I answered that question, the project has gone into great transformation. It has been enlarged. Therefore, they have raised a new capital of Rs. 2.25

crores and the Rajasthan Government proposed to give them about Rs. 50 lakhs under-writing.

Shri Raghunath Singh: May I know when the zinc smelter at Calcutta will start functioning?

Shri Manubhai Shah: That was the question tabled by the hon. Member. As I have said in my answer, the details are yet to be received in respect of the other smelter based on imported concentrates to be established in the Calcutta region.

Shri T. B. Vittal Rao: The original proposal was for foreign collaboration with Messrs. Rio-Tinto and this Metal Corporation. May I know whether that same foreign collaboration stands? May I also know from which country the firm which is going to set up the smelter at Calcutta will get the concentrates?

Shri Manubhai Shah: As far as the Zawar smelter is concerned, the proposal was to have a triple collaboration with Messrs. Panoraya and Cie, Messrs. Krebs & Cie, and Messrs. Rio Tinto. The present collaboration is with Messrs. Panoraya and Cie and Messrs. Krebs & Cie. Messrs. Rio Tinto do not come into the picture because they i.e. Metal Corporation of India are themselves developing the mining pact. Regarding the second smelter, perhaps it will be with Canadian collaboration, but it has not yet been finalised.

Shri Tangamani: May I know which is the private party that is going to be given this licence for setting up another 12,000 tons per annum zinc smelter based on imported concentrates and what is going to be its capacity?

Shri Manubhai Shah: It works out to 12,000 tons to 15,000 tons. The party is Messrs. G. D. Binani & Co., Calcutta.

Shri Harish Chandra Mathur: Is it not a fact that of the vast area licensed to this company only a small portion is being exploited at the present moment and that too has been possible only with such great assistance from the State Government and the Central Government? If that is so, may I know whether Government are thinking of exploiting the remaining area as a public sector project?

Shri Manubhai Shah: The whole area, as I said, is included in it, and I hope the hon. Member will give some time to this factory to come forward. It will contribute richly to the industrial development of the Rajasthan area.

Shri Kasliwal: In the statement the hon. Minister has said that if the ores are proved so much more expansion of smelter will be made. May I know what particular steps Government are taking to see that the ores are proved?

Shri Manubhai Shah: The collaboration and development of the mine are being watched from day to day. As I have answered already from 500 tons they have come up to 2500 tons of ores and that is a very promising start.

Shri Ram Krishan Gupta: The hon. Minister stated that these firms have got foreign collaboration. May I know whether they have also got any financial assistance; if so to what extent?

Shri Manubhai Shah: With regard to the second smelter, as I have already indicated, the details are yet to be worked out. There may be 25 per cent. financial participation from the foreign party according to present indications, but nothing has been received by us in any final shape.

Jute and Hessian Futures Trading

*767. **Shri Rameshwar Tantia:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that the basis of margin deposits was changed several times on jute and Hessian futures trading in Calcutta during the last 6 months; and

(b) the reasons for these changes?

The Minister of Industry (Shri Manubhai Shah): (a) No, Sir.

(b) Does not arise.

Shri Rameshwar Tantia: The hon. Minister said that no changes have been made. But I think, Sir, changes have been made in the basis of margin deposits in the future markets in Calcutta.

Shri Manubhai Shah: What the hon. Member has in mind is not this six months period for which I have said: "No, Sir." In the previous six months, it is true, when we really brought in the margin system in the jute market in Calcutta there were three or four changes to be made in the early stages. But in the last six months not many changes have been made.

Shri Rameshwar Tantia: When Pakistan grows equally or more jute than India, what was the objective of putting this margin in India, and may I know whether as a result of that margin we had to sell our goods to foreign countries cheaper than the goods sold by Pakistan?

Shri Manubhai Shah: That was exactly the reason. Because prices were running away in a speculative manner we wanted to protect both the producer and the exporter. For that it was thought necessary to bring the price structure to a reasonable level; otherwise, as the hon. Member is fully aware, the prices were running away sky-high.

Shri Tyagi: Did the scheme of margin deposits on jute and hessian have any effect in depressing the price of Indian jute in foreign markets in relation to the price obtained by Pakistan jute in the same market?

Shri Manubhai Shah: No, Sir.

Shri Indrajit Gupta: The purpose of introducing this margin system was, as the hon. Minister has said, to check the speculation in prices. In the course of a statement by the Minister of Commerce and Industry on the 4th March last in reply to a Calling Attention Notice by me, it was said that the margin system had to be introduced because many of the mills themselves were indulging in speculative buying instead of only selling. May I know whether it is not a fact that this margin system has actually failed to curb the speculation in prices and, if so, why is it that recently the Government has agreed to hand over the control of this price line virtually to the mills themselves, namely, the Indian Jute Mills Association?

Shri Manubhai Shah: Many of the assumptions of the hon. Member are not quite correct. Firstly, as he may be knowing fully, the operators and the mills in most cases in the Calcutta market are common, and therefore the speculative tendency is prevalent both among the mills and the operators, and the margin system has worked quite successfully. I would not say, nor would the Government lay claim, that the evil has been rooted out, but it has proved a good instrument to keep a check.

पांडिचेरी का विधि सम्मत रूप से हस्तान्तरण

+

*७६८. (श्री म० ला० द्विवेदी :
(श्री राम कृष्ण गुप्त :

क्या प्रधान मंत्री १३ दिसम्बर, १९६० के तारांकित प्रश्न संख्या ८८२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि पांडिचेरी के भारत को विधिसम्मत रूप से हस्तान्तरित किये जाने के सम्बन्ध में अब तक क्या प्रगति हुई है और उस के कब तक हो जाने की संभावना है?

वैदेशिक कार्य उपमंत्री (श्रीमती लक्ष्मी मेनन): इस मामले में आगे कोई प्रगति नहीं हुई है और फ्रांस की सरकार ने अभी तक

विलयन संधि (ट्रीटी आफ़ सै सत्यांकन नहीं किया है। फ्रांस को सरकार के ध्यान में इस मामले को लाने के लिए हर अवसर का उपयोग किया जा रहा है लेकिन विधिसम्मत हस्तांतरण के लिए अभी तक कोई तारीख निश्चित नहीं हो पाई है।

There has been no further progress in this matter and the ratificaion of the Treaty of Cession is still pending with the Government of France. Every opportunity is being taken to bring the matter to the notice of the French Government but up to now no definite date for the *de-jure* transfer has been arrived at.

श्री म० ला० त्रिवेदी : मैं यह जानना चाहता हूं कि भारत सरकार ने इस बीच में कितनी बार फ्रांस सरकार को पत्र लिखें और फ्रांस सरकार का आखरी जवाब क्या है।

Shrimati Lakshmi Menon: This matter is being constantly taken up by our Ambassador in Paris. A number of letters have been written, a number of interviews have been held and many discussions have been taken place, and the latest information is that at the earliest opportunity the *de-jure* transfer will take place.

Shri Narasimhan: In the matter of integration of the judiciary of Pondicherry with the Union, has any final step been taken with regard to the appeals from Pondicherry courts to the Supreme Court of India?

Shrimati Lakshmi Menon: Certain practical steps were taken within the terms of the treaty of cession for substituting the appellate courts in Paris by alternate independent bodies in consultation with the Ministries of Home and Law. These matters have been discussed with the counsellors in Paris and very soon action will be taken.

Shri C. R. Pattabhi Raman: Pending the *de jure* transfer, are appeals allowed to the French courts and the higher appellate courts in France?

Shrimati Lakshmi Menon: The appeals are made but the French Courts are not willing to accept them. They say that although it is within their competence, now that the *de facto* transfer has taken place, some new arrangements will have to be made.

Shri Hem Barua: May I know whether there has been any demand from the people of Pondicherry for certain changes in the French judicial structure and, if so, whether the changes have been made and, if not, whether this question of changing the French judicial structure is linked up with the ratification of the treaty?

Shrimati Lakshmi Menon: I just now answered the question.

Shri Sadhan Gupta: In view of the fact that France has recognised the principle that Pondicherry should belong to India, may I know whether we have approached the French Government with the suggestion that we might proceed to integrate Pondicherry and they might take their own time to ratify the treaty?

Shrimati Lakshmi Menon: It has been answered here that the integration of Pondicherry with the rest of Madras or whatever it is will depend upon the wishes of the people; and the Prime Minister has given the assurance that the wishes of the people will be taken into consideration before any such steps are taken.

Shri Tangamani: Has it been brought to the notice of the Government that there is a certain journal called *Republic Francais* which is advocating the retransfer of Pondicherry to France and opposing this *de jure* transfer, and if such a propaganda is going on which is inspired probably by the French Government, may I know what steps are being taken to prevent such a propaganda being carried on?

Shrimati Lakshmi Menon: We have seen the propaganda, but we have not paid any attention to it because it does not reflect the opinion of the people of Pondicherry.

Shri Sinhasan Singh: The hon. Minister has stated that there has been much correspondence going on about the transfer. May I know what are the main difficulties that the French Government are facing for the *de jure* transfer?

Shrimati Lakshmi Menon: The main difficulty is the preoccupation of the French Government with their own problems.

Pandit D. N. Tiwari: Since the *de facto* transfers of Pondicherry was made long ago, what special difficulties are the French Government advancing for not agreeing to the *de jure* transfer?

Mr. Speaker: The same question has been answered several times. They are preoccupied with Algeria and they have got their own domestic troubles.

Shri Hem Barua: But this transfer about Pondicherry started long before the Algeria trouble started.

Mr. Speaker: That is true, but the Algerian situation has intervened.

श्री म० ला० द्विवेदी : मैं यह जानना चाहता हूं कि भारत सरकार की निगाह में यह डी जूरे ट्रांस्फर कब तक सम्भव हो सकेगा और क्या निकट भविष्य में इस के होने की सम्भावना है ।

Shrimati Lakshmi Menon: We hope so; we hope that it will take place in the near future.

Prototype Leather Training Institute and Fruit Canning Plant

*769. **Shri A. M. Tariq:** Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Unstarred Question No. 1273 on the 5th December, 1960 and state:

(a) whether the tentative schemes proposed for setting up a prototype Leather Training Institute and a Fruit Canning Plant in collaboration with the Yugoslav Government has been discussed with that Government; and

(b) if so, the results of the discussion?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The schemes are proposed to be discussed with the Cugoslav delegation which is now in India.

श्री अ० म० तारिक : मैं यह जानना चाहता हूं कि यूगोस्लाव डेलीगेशन के साथ की जाने वाली डिस्कशन में इस बात का कोई फ़ैसला किया गया है कि ये प्लांट कहां कहां कायम किये जायेंगे ।

[میں یہ جاننا چاہتا ہوں کہ یوگوسلاو ڈیلیگیشن کے ساتھ کی جانیوالی ڈسکشن میں اس بات کا کوئی فیصلہ کیا گیا ہے کہ یہ پلانٹس کہاں کہاں قائم کئے جائینگے -]

श्री मनुभाई शाह : अभी जगह के बारे में पक्के तौर पर तय नहीं हुआ है ।

श्री अ० म० तारिक : क्या कोई इस किस्म का सर्वे किया गया है कि मौसम और इन प्लांट्स की जरूरियात के लिहाज से कौन कौन सी जगहें इस इंडस्ट्री के लिये ज्यादा मुनासिब होंगी ?

[کیا کوئی اس قسم کا سروے کیا گیا ہے کہ موسم اور ان پلانٹس کی ضروریات کے لحاظ سے کون کون سی جگہیں اس انڈسٹری کے لئے زیادہ مناسب ہونگی -]

श्री मनुभाई शाह : बहुत सी जगहें हैं– काश्मीर है, उत्तर प्रदेश है, मद्रास है, महाराष्ट्र है ।

Shri B. K. Gaikwad: May I know where this prototype leather training institute and the fruit-canning plant

will be established and what will be the number of trainees to be admitted in this institute?

Shri Manubhai Shah: I have answered the first part of the question already, namely, that the question of location is still under consideration. As far as the second part of the question is concerned, about 250 boys will be trained if the prototype leather training institute is established.

Export of Coir Goods

*773. **Shri V. P. Nayar:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) what is the latest position in respect of the export (a) Coir Yarn,

(b) Mats, (c) Mattings; and

(b) whether Government are aware of the nature and extent of competition in foreign markets for coir-products from synthetic materials and other fibre products?

The Minister of Industry (Shri Manubhai Shah): (a) During the period April-December, 1960, 7,80,701 Cwts. of Coir yarn, 1,91,818 Cwts. of Coir mats and 76,748 Cwts of mattings, rugs and carpets have been exported from the Malabar Coast and Tuticorin ports.

(b) Yes, Sir.

Shri V. P. Nayar: May I suggest that in such cases the figures may be given in the form of a statement? Otherwise, it is impossible for us to compare these figures with the figures for the previous years. My question was very specific and the hon. Minister seems to have had the answer also.

Shri Manubhai Shah: All the figures are published in regular commercial intelligence books. I have tried to give the latest figures which are not in that book and the hon. Member can certainly compare these figures with them.

Shri V. P. Nayar: I want to know whether the Government are aware that especially in the case of flooring materials, mats and mattings out of the PVC and other materials are coming into greater popularity in foreign countries and, if so, to what extent will the export of coir be affected in respect of these mats and mattings?

Shri Manubhai Shah: We are always keeping a constant watch on these new substitutes which are developed due to science and scientific knowledge. It is our belief that they really should not seriously combat against the export of coir, but yet, we are trying to make all researches in matting coir fibre and mattings and carpets so that we may not lose the market.

Shri V. P. Nayar: Is it a fact that, U.K., for example, has imported last year only one-eighth of what she imported in the year 1952-53?

Shri Manubhai Shah: I will not be able to say that, because the figures of the current year are not yet complete. But I am quite certain, from the overall figures before me, that there would not be any landslide effect like that.

Shri Kasliwal: May I know whether there has been any increase or decrease in the export of coir goods and if so, what is the percentage of increase or decrease?

Shri Manubhai Shah: There has been an increase in the last four years. The hon. Member had asked this question and another one whether compared to 1955 there has been a decrease or not. The decrease is really with respect to 1955, but with respect to 1956, 1957, 1958 and 1959, it is gradually increasing.

Shri S. C. Samanta: May I know whether experiments are conducted for mixing the coir fibre with sisal fibre and whether there is any possibility of facing the competition by these methods?

Shri Manubhai Shah: On a large scale, coir fibre is used for different purposes. But in the West Bengal region, there has been a mixture tried for sisal and also ramie with coir fibre.

Shri Achar: May I know whether Government are aware of the difficulties with regard to colouring of the mattresses and mats and also of the fact that the chemical things supplied are not of the required standard and on account of that, there have been difficulties?

Shri Manubhai Shah: That difficulty has been there and it was felt by the exporters. Under the export promotion scheme, we have tried to see that the exporters get the delivery of the fast and good quality colours.

Shri V. P. Nayar: The Coir Board sent a delegation to Europe. May I know whether they have made any positive recommendation for the increase of our export of coir goods and if so, what are they?

Shri Manubhai Shah: I have answered several questions here on that. The recommendations of the delegation have also been laid before the House. They have made several recommendations and we are going to follow them. That is why we hope that gradually the exports will go up.

Textile Mills

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*774. **Shri Pangarkar:**
Shri Rameshwar Tantia:
Shri S. M. Banerjee:
Shri Tangamani:
Sardar Iqbal Singh:

Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Starred Question No. 779 on the 8th December 1960 regarding re-starting of closed Textile Mills and state:

(a) whether some more closed textile mills have been restarted since December, 1960; and

(b) if so, the number of such mills?

The Minister of Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) 3 Mills.

Shri Pangarkar: In reply to Starred Question 1187 on 7th September, 1960, it was stated that a committee under the presidentship of Shri Parikh was appointed on 25th June 1960, to enquire into the management of the Aurangabad Textile Mills. May I know whether the committee has submitted its report and if so, what action has been taken?

Shri Manubhai Shah: This question does not arise out of this. But as far as Aurangabad mills are concerned, it is under continuous discussion with the Maharashtra Government as to how that mill can be rehabilitated.

Shri Pangarkar: May I know whether they have applied for a loan for rehabilitation?

Shri Manubhai Shah: So far they have not applied for loan. We will consider it when the application is received.

Shri Rameshwar Tantia: What is the total number of mills examined by Government, how many of them have been declared as fit for rehabilitation and how many have been scrapped?

Shri Manubhai Shah: A very considerable amount of work has been done in this matter. We have examined 28 textile mills. The House will be glad to know that as a result of the steps taken by Government, 13 mills have already reopened and another three are going to be reopened very soon.

Shri Harish Chandra Mathur: The hon. Minister said that only 3 mills have restarted. But is it a fact that as many as 5 mills have been closed in Ahmedabad only because of short-supply of coal and if so whether the Minister will take this into consideration?

Shri Manubhai Shah: It is quite a distinct thing. One is of a pathological nature—how the textile industry which has not rehabilitated itself has to be assisted—and another is with regard to the shortage of wagons.

Shri Sonavane: May I know whether any efforts are being made to reopen the mills situated in Barsi of Sholapur District in Maharashtra State?

Shri Manubhai Shah: Yes, Sir.

Shri C. D. Pande: May I know if Government's attention has been drawn to the fact that U.P., Banaras, Moradabad, Agra and Kanpur, there are a large number of mills which are closed and efforts are being made to reopen them? The mills were closed because they were of obsolete nature and so before they are reopened, some renovation is necessary. May I know whether the Government will take the necessary action?

Shri Manubhai Shah: Of course, he had not mentioned the names of the mills. But he will be glad to know that the Kanpur Cotton Mills have restarted. The Moradabad Mills had already been assisted and very soon they will restart. Practically all the mills excepting two are functioning more or less satisfactorily.

Shri C. D. Pande: Are they of obsolete nature and what assistance is being given?

Shri Manubhai Shah: We have given assistance in terms of finance and management skill. That is how they have restarted.

Shri Tangamani: May I know what steps have been taken for reopening the Ganapathy Mills in Tirunelveli District in Madras State? I would like to know the number of spindles and looms lying idle and the extent of loss of production?

Shri Manubhai Shah: There are 496 mills in this country and if every hon. Member asks about the mills in his place, how can I answer? This particular Ganapathy Mill is being looked into. There is hardly any chance of its rehabilitation. We are taking steps to see whether it could be rehabilitated.

Shri Basappa: May I know how many of these mills cannot be restarted?

Shri Manubhai Shah: I have said 9 mills could not be restarted. 15 have already restarted.

Shri Basappa: What will be done in the case of those 9 mills? Are Government thinking of taking any other measures?

Shri Manubhai Shah: I have already made it clear before the House several times that if a mill is closed and if in the opinion of technical experts, it has to be scrapped, an equivalent capacity will be licensed in the same place preferably or in the same State.

Shri T. B. Vittal Rao: The Textile Commissioner who enquired into the state of certain textile mills recommended that a corporation be formed to take over the mills which had been closed. That proposal was under the consideration of Government. May I know whether that proposal is still under consideration or it has been dropped?

Shri Manubhai Shah: I have already answered that that corporation proposal has not only been dropped, but it has been given up completely as an impracticable proposition. We did not agree to that recommendation, because the mills are situated far and wide and each State is being empowered to set up authorised controllers. It has brought about results in the reopening of many mills.

Shri B. K. Gaikwad: The hon. Minister replied that a certain number of closed mills have been restarted. May I know whether the restart-

ed mills have been gaining or losing concerns?

Shri Manubhai Shah: In all cases, they are making profits.

Shri Sonavane: May I know to what extent production of cloth would be affected by the scrapping of these 9 mills and which are those 9 mills?

Shri Manubhai Shah: The ratio 496:9 is very small. So, the percentage of decrease in production will be very low. It is just a sickness in a large-scale industry which is established for the last 100 years. It is natural that the old mills should go out of existence and new ones must take their place.

Promotion of Exports

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*775. { **Shri Nathwani:** / **Shri Morarka:** }

Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Unstarred Question No. 811 on the 25th November 1960 and state:

(a) whether Government have considered the question of reducing the number of organisations dealing with the promotion of exports in the interest of both economy and co-ordinated effort; and

(b) if so, the nature of the decision?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The question is being examined by the Special Re-organisation Unit of the Ministry of Finance. The observation of the Estimates Committee has been brought to their notice.

Shri Morarka: What are the different organisations dealing with the question of export promotion and what is the total amount spent on them?

Shri Manubhai Shah: I have not got the figures about the amount spent. But the organisations are very well known—Export Promotion Council, Export Promotion Directorate, and the State Trading Corporation. They have been dealing with export promotion. We have appointed subcommittees also. Most of the functions are well demarcated. We have taken notice of this fact and in the Ministry we are taking steps even earlier, before the Estimates Committee made the observation. We have said, functions which are overlapping should be avoided.

Shri Morarka: Is it a fact that in spite of the fact that export promotion work is being done, our exports have fallen in 1959-60 from what they were in 1950-51? If so, may I know the main reasons for this fall?

Shri Manubhai Shah: In the last decade, as the hon. Member is fully aware, a lot of economic changes have taken place all over the world. Though the quantitive results were not so different, the value of the exports were higher before the devaluation than after the devaluation. These are very well known factors and efforts are being made. The House will remember that during the course of the last three years, three has been considerable expansion in our export trade to the extent of about Rs. 50 crores.

Shri Mahanty: In the case of engineering export, the Export Promotion Council has to examine the various suggestions and forward them to the Directorate of Export Promotion, who again have to examine and send them to the Ministry, with the result that the engineering export does not get the incentives it expects.

Shri Manubhai Shah: Firstly, I must slightly correct the impression of the hon. Member. In the last three years, out of all the Export Promotion Councils, figuratively speaking, the best results have been achieved by the Engineering Council. It is true that not all these recommendations have completely been accepted by us. But we have tried to give them as much assistance as possible, and the new recommendations made

by the Chairman are also under active consideration.

Shri C. R. Pattabhi Raman: Are data collected and published from our Embassies abroad in the matter of export of materials, especially in the case of enginering goods?

Shri Manubhai Shah: As the hon. Member rightly says, in the case of diesel engines, electrical fans, instruments and machine tools there has been a remarkable growth in export markets and we are keeping a constant watch on that. All our Embassies and Trade Commissioners are asked to keep or see that the maximum contracts are generated and we hope much more will be done in the future.

Shri N. R. Muniswamy: Is it not a fact that the export has fallen partly due to the administration not having given refund of drawbacks?

Shri Manubhai Shah: Firstly, I do not think it has fallen. Of course, much more can be done. It is true that delay in drawback has also played its part. But it is our endeavour to see that all difficulties are removed and to create an office where all the drawbacks are pooled together, instead of having three or four offices as just now.

श्री म० ला० द्विवेदी : क्या सरकार को यह मालूम है कि भारत से निर्यात की जाने वाली वस्तुओं के मानक के अनुकूल न होने से विदेशों में भारतीय वस्तुओं की बड़ी बदनामी हो रही है, और क्या यह सत्य है कि मानक ठीक न होने के कारण भारत सरकार को इस सम्बन्ध में बड़ी क्षति उठानी पड़ रही है? मैं जानना चाहता हूं कि मानक के अनुकूल वस्तुओं के बनाने और जिन वस्तुओं के मानक नहीं हैं उन के मानक कायम करने के लिये क्या इन्तजाम किया जा रहा है। इस सब का विवरण बतलाया जाय।

वाणिज्य तथा उद्योग मंत्री (श्री लाल बहादुर शास्त्री) : मैं इस का उत्तर न देता, मेरे साथी देते। खैर। जहां तक क्वालिटी अथवा मानक की बात है, हम उस पर पूरी तरह से ध्यान दे रहे हैं, और इस वक्त एक कमेटी भी हमारी बैठी हुई है, स्टैन्डर्डस के सिलसिले में, जिस से कहा गया है कि मार्च के अन्त तक वह अपनी रिपोर्ट दे दे। और हम उस पर कारवाई करेंगे, अगर कानूनी कारवाई की जरूरत होगी तो वह भी। लेकिन मैं इस समय इस लिये खड़ा हुआ कि मैं माननीय सदस्यों से यह निवेदन करना चाहता हूं कि वे इस प्रकार के साधारण प्रश्न न किया करें क्योंकि इस से यह बात बाहर फैलती है और यह हमारे एक्स्पोर्ट में बाधा डालती है। इस तरह के साधारण प्रश्न करने से हमारे निर्यात को आघात पहुंचता है। अगर आप को किसी खास चीज से शिकायत है तो आप को हम से लिख कर पूछना चाहिये।

Shri V. P. Nayar: I understand that in order to promote exports and also to compensate the possible losses to exporters some incentive is being given by way of import licences, and in the case of export of tapioca flour it so happens that import licences have been given for the import of betel-nuts, when neither the betel-nut importers know anything about the export of tapioca flour nor the exporters of tapoica flour know anything about import of betel-nuts. May I know why these things happen?

Shri Manubhai Shah: There are so many link schemes and I would not like to generalise them. As far as tapoica flour is concerned, it is true that the particular combination did not work well and it is our best intention to review the matter.

Shri Mahanty: May we know whether the steel prices sub-committee, which was appointed to consider incentives to the engineering exports, have long ago submitted their report and no action has been taken on that? If so, why?

Shri Manubhai Shah: It is not true that the report has not been acted upon. As a matter of fact, without robbing the Council any credit for raising the exports, Government in other sections have also played a considerable part.

Shri Morarka: May I know whether it is a fact that the Director-General of Export Promotion is also a director of six Government Corporation and Joint Secretary besides being an Adviser to a foreign Government and, therefore, he cannot devote enough time to export promotion business?

Shri Manubhai Shah: There is a slight mix-up of some names of officers. The gentleman who is an adviser to a foreign Government is the special officer on the financial side. An Additional Secretary and not a Joint Secretary is the Director-General of Foreign Trade who is paying very great attention to that matter.

India-China Border Dispute

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*776. **Shri Raghunath Singh:**
Shri P. C. Borooah:
Shri Hem Barua:
Shri Ajit Singh Sarhadi:

Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that in the issue of January 1961 of "Look" magazine the Chinese Premier has been quoted as having accused Indian Prime Minister of using the Sino-Indian boundary dispute as a card against the progressive forces at home and as capital for obtaining foreign aid; and

(b) if so, the Government's reaction thereto?

The Parliamentary Secretary to the Ministry of External Affairs (Shri Sadath Ali Khan): (a) Yes.

(b) The Prime Minister in his Press Conference on the 18th January, 1961 has already denied these totally unfounded allegations against India made by Premier Chou-En-lai.

श्री रघुनाथ सिंह : मैं जानना चाहता हूं कि जब यह चीज अखबार में शाया हुई तो उस के बाद भारत सरकार ने इस मिथ्या प्रचार को रोकने के वास्ते या उस के कट्राडिक्शन के वास्ते क्या कदम उठाये ?

श्री साबत अली खां : प्रधान मन्त्री ने जो कुछ अपनी कांफ्रेंस में फरमाया था वह काफी है । और यह कोई नई बात नहीं है । आये दिन वह कुछ न कुछ कहते रहते हैं । जाहिर है कि जो चीज एक अखबार में छपती है उस का कट्राडिक्शन क्या हो सकता है ?

Shri P. C. Borooah: May I know whether the Chinese Premier has charged India by saying that the use of the phrase "peaceful co-existence" is nothing but mere tactics? If so, what steps have the Government taken to clarify the position?

The Minister of Finance (Shri Morarji Desai) (On behalf of the Prime Minister and Minister of External Affairs): May I say that they may go on saying anything they like? When abuse has taken the place of argument, it only shows that arguments have failed on that side. It also shows what sort of people they are. Why should we bother and get excited about it?

Shri Hem Barua: If by the use of the word "progressive forces" in this country, the Chinese Premier means the supporters of Chinese aggression on our territory, then may I know whether he has been told that any statement of that nature would be considered by India as an undue interference in the internal affairs of India by China?

Shri Morarji Desai: He does not require to be told of this by us. That is what we ought to know and that ought to increase our determination. Why should we tell him anything?

श्री रघुनाथ सिंह : मैं यह जानना चाहता हूं कि चाऊ एन लाई साहब की ओर से जो इस प्रकार के भाषण दिये जा रहे हैं उन से ससार में जो एक प्रकार का भ्रम फैलता है हिन्दुस्तान के प्रति, उस के लिये इन्फार्मेशन ऐंड ब्राडकास्टिंग मिनिस्ट्री क्या कर रही है ।

Shri Morarji Desai: May I again refer the hon. Member to the reply I have given? I would also remind him of the good Sanskrit saying:

"यथा यथा मुंचति बाक्बाण
तथा तथा यच्छति कुलप्रमाणं"

डा० गोविन्द दास : क्या मंत्री महोदय को यह बात मालूम है, जैसा कि उत्तर प्रदेश विधान सभा में कहा गया था, कि चीन अब हमारे बद्रीनाथ मन्दिर पर भी दावा करता है, कि यह उसी का मन्दिर था ? जैसा मैं ने पहले कई बार कहा बद्रीनाथ मन्दिर तो हमारा है ही, लेकिन मानसरोवर और कैलाश भी हमारे थे । तो क्या अब सरकार इस बात को कहेगी कि बद्रीनाथ मन्दिर हमारा है, उस पर चीन का कोई दावा नहीं और कैलाश और मानसरोवर भी हमारे ही हैं जिन को वह दबाये हुए बैठा है ?

Shri Morarji Desai: Sir, we need not put any value on the fantastic demands made by the other side. Why should we pay any attention to the demands that they have made and why should we imitate their wrong attitude?

Mr. Speaker: If hon. Members go on asking questions like this, it only shows our weakness. We should actually be indifferent to such statements, which will show we have got sufficient strength. We have lost 12,000 sq. miles of territory and hon. Members are just now catching hold of this statement, when he is abusing us. Hon. Members should actually suggest what we should do after making up their mind.

Shri Braj Raj Singh: May I submit that we would not have lost 12,000 sq. miles had the House been vigilant? Since the House was not vigilant, Government did not do anything.

Shri Vajpayee: We have made up our mind.

Mr. Speaker: What I am saying is that every day they will go on trying to justify what they have done and try to put us in the wrong. What is the good of correcting their statements? The only other way is to go on abusing them. What he said was that if we go on shooting arrow shots, to that extent we go down. There are only two ways. One is discarding a particular person and all that he says. Can we not do that? It is no good taking the time of the House on each statement that he makes. He will go on making statements. Let them go on; the caravan will pass on.

Shri Tyagi: The hon. Minister referred to a Sanskrit sloka. But there is also a saying:

'शठप्रति शाठ्यम् कर्यात्'

श्री मोरारजी देसाई : शठं प्रति शाठ्यम् कुर्यात्

Our policy means that even with a Shath we do not want to be a Shath.

Study of Living Index

*777. **Shri P. C. Borooah:** Will the Minister of **Planning** be pleased to state:

(a) whether a study of a number of industrial centres spread over the country to determine the incidence of indirect taxation on the working class cost of living index has recently been made by the Planning Commission; and

(b) if so, what are their findings?

The Deputy Minister of Planning and Labour and Employment (Shri L. N. Mishra): (a) and (b). Yes, Sir. A paper on 'Incidence of Indirect Taxes on the Consumer Price Index (a limited analysis)' was prepared to serve as an exercise in methodology from which no pointed conclusions are intended to be drawn.

Shri P. C. Borooah: What is the period to which this study relates, which are the centres that were studied and what were the consumer goods that were taken into consideration?

Shri L. N. Mishra: The period relates to 1950—59. There were seven centres. I will not give their names. They are spread out throughout the country. About twelve commodities were taken into account.

Shri P. C. Borooah: May I know whether this review goes to establish that the doses of indirect taxation do not fall very heavily on the working class and on the economically weaker classes?

Shri L. N. Mishra: As I said earlier, the emphasis was not on finding out some conclusive results but on establishing some methodology for calculation of incidence of indirect taxes. Therefore it is difficult to say as to what the real incidence of indirect taxes has been.

Shri Indrajit Gupta: Will the Government consider publication of the report embodying that study?

Shri L. N. Mishra: If permitted, I can lay it on the Table of the House.

Shri Indrajit Gupta: Please do it.

Shri Sadhan Gupta: May I know whether the report has borne out our constant experience that the imposition of indirect taxes leads to greater rise in prices of commodities than the tax justifies? If so, what remedy has the report suggested?

The Minister of Labour and Employment and Planning (Shri Nanda): In view of the fact that in the statement made already it has been said that no definite conclusions are intended to be drawn from this study, because it has only a partial coverage, and since it has been agreed that this paper will be laid on the Table of the House, I do not think anything further need be said about it.

श्री विभूति मिश्र : माननीय मंत्री जी ने बताया कि ११ सेंटर्स पर जांच हुई है । मैं जानना चाहता हूं कि एक मजदूर पर इंडाइरेक्ट टैक्स का कितना भार पड़ा है और उसको सौ रुपए में कम से कम कितना देना पड़ता है ?

श्री ल० ना० मिश्र : कुछ कहना कठिन है । लेकिन मोटे तौर पर कहा जा सकता है कि ५० और ५९ के बीच चार से दस पर सेंट तक उनको देना पड़ेगा । लेकिन मैं यह भी कहना चाहता हूं कि सारे क्षेत्र को कवर नहीं किया गया है और न सारे टैक्सों को कवर किया गया है । इसलिए इसके बारे में सही तौर पर कुछ कहना कठिन है ।

पंडित द्वा० ना० तिवारी : क्या इसके बाद गवर्नमेंट का विचार है इसके और भी इम्प्लीकेशंस की जांच करायी जाए ताकि ठीक तथ्य पर पहुंचा जा सके कि गरीबों पर इंडाइरेक्ट टैक्स का कितना बोझ बढ़ा है ?

श्री ल० ना० मिश्र : यह तो अभी मैथड़ालाजी के लिए किया गया है । इसके अलावा कुछ नहीं किया गया ।

Mr. Speaker: Question No. 778 has already been answered. Next Question.

बर्मा में नागा विद्रोही

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*७७९. { श्री वाजपेयी :
श्री रघुनाथ सिंह :
श्री ल० अचौ सिंह :

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ६ मई, १९५८ को भारतीय सीमा को पार कर जिन तीन नागा विद्रोहियों ने अनधिकृत रूप से बर्मा में प्रवेश किया था उन्हें बर्मा में नजरबन्द कर दिया गया है ;

(ख) क्या इस सम्बन्ध में बर्मा की सरकार से कोई सूचना प्राप्त हुई है ; और

(ग) क्या बर्मा की सरकार से उक्त नागा विद्रोहियों को भारत को सौंप देने की प्रार्थना की गई है ?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) Three Naga rebels, who were originally arrested by the Burmese authorities at Layshi in Burma in September 1957, are still under detention in Burma.

(b) The matter was informally mentioned by the Burmese Government to our Ambassador in Rangoon.

(c) No.

Shri Vajpayee: May I know if any other Naga rebels have crossed over to Burma and are operating from there?

Shrimati Lakshmi Menon: No, Sir; we have no information about it.

Shri L. Achaw Singh: May I know whether these three Nagas have been duly tried in any law court in Burma and convicted to any term of imprisonment? If so, for how long?

Shrimati Lakshmi Menon: No, Sir; they have not been tried in a court of law or convicted.

Shri Vajpayee: In view of the fact that these Naga rebels are Indian citizens, may I know the reason why the Government of Burma has not been requested to hand them over to India?

Shrimati Lakshmi Menon: They have been detained under certain offences. It is for the Burmese Government to try them and do whatever they want to do with them.

Shri Vajpayee: May we know the nature of the offences?

Shrimati Lakshmi Menon: It is trespassing into their territory.

Shri L. Achaw Singh: May I know whether these Nagas called themselves emissaries of the Government of Nagaland and have requested the Government of Burma to allow them to leave the country or to give them asylum? If so, have the Government of Burma decided anything on that request?

Shrimati Lakshmi Menon: These Nagas called themselves Minister of the Federal Government of Nagaland, Government Secretary of Nagaland and Information Director of Nagaland respectively when they crossed the border into Burma in 1957. Later they asked for political asylum which the Burmese Government has not given.

Shri Raghunath Singh: May I know whether they have been chargesheeted by the Indian Government or not and whether any action for extradition has been taken or not?

Shrimati Lakshmi Menon: No, Sir.

Shri Hem Barua: May I submit....

Mr. Speaker: No, Sir. Next question.

Shri Hem Barua: It is not a supplementary question.

Mr. Speaker: Please permit me to go on. I am allowing him opportunity on almost every question; only here and there I do not call him. Does he mean to say that I am not calling him?

Shri Hem Barua: It is not about this. I do not want to say anything about it.

Mr. Speaker: I have decided that supplementaries on this question have been sufficiently asked. Next Question.

Overmen's Examination at Kothagudium

*783. **Shri T. B. Vittal Rao:** Will the Minister of **Labour and Employment** be pleased to state:

(a) whether Government have considered the question of holding overmen's examination at Kothagudium, Andhra Pradesh;

(b) if so, the nature of decision arrived; and

(c) the reasons for not holding the examination at Kothagudium?

The Deputy Minister of Planning and Labour and Employment (Shri L. N. Mishra): (a) to (c). Under the Coal Mines Rugulations, 1957, it is for the Board of Mining Examinations, which is a statutory body set up under the Regulations, to decide whether examination for overmen's certificate should be held at Kothagudium. The Board is of the opinion that in view of the small number of candidates coming from the area, it is not feasible to open an examination centre at Kothagudium for the present.

Shri T. B. Vittal Rao: At present these examinations are held only at one centre, that is, at Dhanbad and it is inconvenient for several students because they have to entail enormous expenditure. The hon. Minister said that the number of students from Andhra is small. May I know the minimum number required so that this examination could be conducted there?

Shri L. N. Mishra: In the first place, the question of centres is decided by the Board which is a statutory body; Government cannot decide it. Secondly, last year, that is in 1960, 735 candidates appeared and of them only nine were from Andhra Pradesh. Therefore it was not thought feasible to have a centre for only nine students.

Shri T. B. Vittal Rao: May I know if the Government are aware of the fact that the number of students from there is very small because it is being held at Dhanbad?

Shri L. N. Mishra: The hon. Member had written to the Board already in this connection and the Board had considered it. They decided that for the present there should not be a new centre. If the number increases, they will have a new centre.

Shri T. B. Vittal Rao: This is what exactly I want to know. What is the minimum number required for a new centre?

Shri L. N. Mishra: There is no limit or a fixed number.

Displaced Persons' Possessions

*784. **Shri Braj Raj Singh:** Will the Minister of **Rehabilitation and Minority Affairs** be pleased to refer to the reply given to Unstarred Question No. 1631 on the 31st March, 1960 and state:

(a) how many displaced persons' possessions have since been regularised;

(b) what is the number of properties occupied by displaced persons pending with the Ministry of Rehabilitation now for regularisation; and

(c) by what time all such cases will be regularised?

The Deputy Minister of Rehabilitation (Shri P. S. Naskar): (a) 1896.

(b) 150.

(c) 31st March, 1961.

Shri Braj Raj Singh: May I know whether it is a fact that 68 possessions still remain to be regularised in Delhi proper and the status of these possessions is the same as of the 14 who were regularised in January, 1961?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): My hon. colleague has just now answered that the number of cases which still remain to be regularised is 150. The total number was about 2,000. In 1896 or roughly about 1,900 cases regularisation has already been done and about 150 cases still remain to be regularised. We are

hoping to do regularisation by the end of this month.

Shri Braj Raj Singh: May I know whether certain people have filed writ petitions in the Punjab High Court and the Government is feeling difficulty in regularising those cases for the reason that writ petitions have been filed in the Punjab High Court?

Shri Mehr Chand Khanna: A number of writ petitions have been filed in the Punjab High Court. There are also a number of civil cases. Until these cases have been decided, we cannot proceed with the matter.

Shri D. C. Sharma: In view of the fact that the Ministry is going to be wound up very soon, may I know what efforts are being made to regularise these possessions by the end of the financial year?

Shri Mehr Chand Khanna: As regards the first part of the question, I need not attempt to answer it. I am doing my level best to liquidate myself. As regards the second part of the question, I may assure the House that whatever is humanly possible is being done.

Shri Braj Raj Singh: The Minister was heard to say that by the 31st of March, all such cases would be regularised. The Minister also says that because several cases are pending and writ petitions filed in the High Court, Government cannot do anything. May I have an assurance that if the writ petitions are withdrawn, the Government will favourably consider their cases and regularise them?

Shri Mehr Chand Khanna: I cannot give the assurance. My only difficulty is this. I want the indulgence of the House for a minute or two. The value of properties has shot up by 500 or 600 per cent. Everybody is trying to have the house at the reserve price: may be Rs. 12 a square yard. Now the price is Rs. 80 to 100 a square yard. In cases which are genuine, the properties are allottable and are occupied by displaced persons, I am doing my level best. In the case of those who want to exploit the finances of the Government of India, I cannot be a party to that.

Shri Braj Raj Singh: Is it a fact that in the case of 14 writ petitions of 14 persons which were pending in the Punjab High Court, the Government gave an assurance that if those petitions were withdrawn, their cases will be regularised and when they withdrew their petitions, their cases have been regularised in January, 1961?

Shri Mehr Chand Khanna: I have given so many concessions after concessions. If I make a commitment, I shall see that it is honoured. This is the first time I am told that a commitment by the Government has not been honoured.

Visit of Queen Elizabeth

*785. **Shri Tangamani:** Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether the visit of Queen Elizabeth to Delhi and various functions organised in Delhi during January, 1961 were televised;

(b) if so, the success achieved in this regard;

(c) how far were the television arrangements different from the previous years Republic Day Parade; and

(d) whether the Republic Day Parade will be televised in future?

The Parliamentary Secretary to the Minister of Information and Broadcasting (Shri A. C. Joshi): (a) Like similar important functions before, some functions organised during Queen Elizabeth's visit were televised.

(b) The T.V. coverage was generally satisfactory both from the technical and presentation point of view.

(c) The arrangements for televising the Republic Day Parade this year were similar to those made last year.

(d) Yes, Sir; that is the intention.

Shri Tangamani: May I know the extra expenditure incurred by the Ministry for the televising arrangements made during Queen Elizabeth's visit this year?

The Minister of Information and Broadcasting (Dr. Keskar): It is not possible to calculate such expenditure because we will have to calculate the number of hours that the staff deputed for this purpose spent. But, on the whole, except for the expenditure on electricity and some of the staff employed, no investment type of expenditure was incurred by us.

Shri Tangamani: On a previous occasion, we were told that we were expecting the import of T.V. equipment for setting up this installation in Bombay. I would like to know to what stage that has proceeded and whether the Government intends to set up such projectors and other things also in important centres like Madras and Calcutta also?

Dr. Keskar: I had occasion to inform the House that in the Third Five Year Plan, we have been able to get the approval of the Planning Commission to have one T.V. centre in the country and that also on condition that foreign exchange will be available at the time of ordering it. That one centre will be established at Bombay. But, I am not sure whether we will be able to do it because the Finance Ministry has said that they will be able to tell us only later whether foreign exchange will be made available.

Shri Tangamani: May I know....

Mr. Speaker: The hon. Member is going away from television managements during Queen Elizabeth's visit to the general question about television. Next question.

Shri Tangamani: One small question, Sir.

Mr. Speaker: Because he has put a wrong question, I am not going to allow the right question.

Shri Tangamani: One question....

Mr. Speaker: No, no. One small question is put: how much money was spent during Queen Elizabeth's visit. I allowed the supplementary. He is now going into the general question: where are the Government going to establish T.V. sets. Next question. This is corrective. I want to prevent hon. Members from putting one small question and expanding it into a huge question. If I allow the supplementary question, it would be encouraging them to do so. He ought not to do so. This is a corrective. Next question.

Documentaries on the State Fields

*787. **Shri L. Achaw Singh:** Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether it is a fact that efforts are being made to produce documentaries on the State fields also; and

(b) if so, the details thereof?

The Parliamentary Secretary to the Minister of Information and Broadcasting (Shri A. C. Joshi): (a) There is a proposal to produce documentary films of local interest for the various State Governments.

(b) The proposal is still in the initial stages of consideration. All the State Governments have been addressed to ascertain their views on the proposal.

Shri L. Achaw Singh: May I know whether it is a fact that some of the States are not satisfied with the production of documentaries by the Centre because there are no arrangements for the production of films on subjects interesting to them?

Dr. Keskar: There is no question of the States being satisfied or dissatisfied, because, we do not produce films for the State Governments or

with any particular objective that they might have in view. The State Governments might have felt that regarding certain documentaries, they could have been produced in a different way from their own point of view. We have produced hardly 3 or 4 documentaries for the State Governments until now. We know that those produced have been to the satisfaction of the States concerned.

Shri Hem Barua: May I know whether it is a fact that some of the State Governments have their own Film Divisions attached to their Publicity departments and if so, while taking these documentaries, whether the co-operation of those state departments is also sought?

Dr. Keskar: Yes, Sir. Wherever State Governments have got their own Film Divisions, in the films produced by them and films produced by us, we have a settled method of collaboration. There is no difficulty or conflict.

Mr. Speaker: I will now take up Question 792. There are two minutes left. Shri B. K. Gaikwad has asked me to take that question.

Sale of Houses of Scheduled Castes in Delhi

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*792. { **Shri B. K. Gaikwad:** / **Shri Balmiki:**

Will the Minister of **Rehabilitation and Minority Affairs** be pleased to state:

(a) whether it is a fact that several houses of the Scheduled Caste people of Sheikh Sarai, New Delhi, have been sold by public auction on the 8th February, 1961 and 19th February, 1961;

(b) whether it is a fact that the burial ground of the Scheduled Caste people of Sheikh Sarai, New Delhi, which was in their use for the last several generations has been sold by public auction;

(c) the reasons for selling residential houses of the Scheduled Caste people by public auction; and

(d) whether it is a fact that the Sheikh Sarai locality of Scheduled Caste people is situated on that site for the last several generations?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) 8 evacuee plots were sold on the 8th of February, 1961 and 3 evacuee plots and 3 evacuee houses on the 19th of February, 1961.

(b) Some evacuee land was sold in January, 1961, but it was not a burial ground.

(c) Only evacuee land and houses have been sold.

(d) The property sold belonged to Muslim evacuees who have gone away to Pakistan.

Shri B. K. Gaikwad: May I know whether the Government are aware of the Press Note F.1(1260)/58, dated 3rd April, 1958 that all allottable houses in authorised occupation of Scheduled Caste and backward classes families may be transferred to them at the reserved price? This is the press note. May I know whether the Government is aware of this, and if yes, whether it is implemented, and if not, why not?

Shri Mehr Chand Khanna: The reply to parts (a) and (b) of the question is in the affirmative. The Press note has been issued by my Ministry and it is being fully implemented.

Shri B. K. Gaikwad: The reply which was given by the hon. Minister was that houses are sold by public auction. The burial ground of the Scheduled Castes has also been sold by public auction. The Press note says that they will not be evicted when they are in authorised occupation. In my opinion, they are staying there for generations. It is not that they are refugees. They are local people. They are staying there for generations. In spite of that, their

houses have been sold by public auction. My grievance is this: why have their houses been sold in public auction. If their houses are sold in public auction, before selling in public auction, I want to know whether an opportunity was given to them to have their say. This is my question: why no opportunity was given to them to have their say.

Shri Mehr Chand Khanna: There are two parts of this question. One relates to sale and the other to tenancy. So far as the sale is concerned, if the house is allottable, meaning thereby that the price is below Rs. 10,000 and is occupied by a member of the Scheduled Castes or a Harijan, and if he is prepared to purchase it, we give him the usual concession under the Compensation Scheme.

The second point is that if he is a tenant, and he does not purchase the house, then, if he is eligible in the sense that he is not a defaulter, and he is paying his rent regularly, then he becomes the tenant of the new landlord. Under the Compensation Rules, he is given the protection for two years against eviction, and after that, the normal rent laws of the State concerned are to apply.

Shri B. K. Gaikwad: The houses are not evacuee property. The houses have been constructed by the people themselves. My complaint is this. Why is it that in spite of that, they are evicted, and why is the property sold by public auction?

Shri Mehr Chand Khanna: I am only selling that property as evacuee property.

Mr. Speaker: The hon. Member says that this is not evacuee property, but this is the private property of those people who built them for themselves. Does the hon. Minister agree?

Shri Mehr Chand Khanna: I do not sell a house which belongs to anybody else. I only sell a house which is evacuee property and is under the custody of the custodian. If somebody objects to it, then the normal law provides—I mean the custodian's law—that he has got the right to go to the Custodian-General, and he has got the right to apply to the Ministry under section 16 and so on and so forth.

Shri B. K. Gaikwad: In this connection, my information is that these people approached all the officers, and in spite of all that, they were not heard. Another point is that this relates to their burial ground.

Mr. Speaker: I am not going to decide this issue on the floor of the House. The hon. Minister definitely says that he would not sell any property other than evacuee property. The hon. Member claims that this property is not evacuee property. Then, the hon. Minister also suggested a regular course. He has to go from the custodian to the Custodian-General, and if still he is not satisfied, I am sure that if the hon. Member, as a Member of Parliament, approaches the hon. Minister, he would tell him what exactly has to be done.

Shri Pahadia: Should we go to him for each and every individual case?

Shri Mehr Chand Khanna: May I elucidate the point a little further? My Ministry only deals with the displaced persons who have come from West Pakistan and East Pakistan. In the case of Harijans and members of the Scheduled Castes, we have gone a step further, and we are giving them large concessions, that is, to those who are not displaced persons. Now, if a house has been sold which does not belong to him, then, as I have already stated, the man has got the right to approach the Government, the civil court or the High Court, and the case is looked into.

Mr. Speaker: These are all cases relating to Harijans. What is the meaning of sending them to the High Court and the Supreme Court? I would request the hon. Minister to consider this.

Shri Mehr Chand Khanna: As far as Harijans are concerned, I do not want that there should be any misunderstanding. They are not entitled to any concessions, because they are 'locals'; they are not displaced persons. I say that I am treating them as displaced persons and giving them concessions.

Mr. Speaker: That is not the point. All that the hon. Member says is this. He does not claim any privilege on the ground that he is an evacuee or a displaced person. He says that this property has been sold as if it were the property of the evacuees. The hon. Minister says that he has got a remedy, if that property is sold away, and that even a Harijan can go to the Supreme Court. The difficulty is that....

Shri Mehr Chand Khanna: The remedy is the Custodian; the remedy is the Custodian-General; the remedy is the Ministry; the remedy is also the High Court.

Mr. Speaker: That is exactly what I am suggesting. Let them go to the Minister and place the case before him. If they have already gone to the Custodian-General and so on, then there is this remedy.

Now, next item.

Shri B. K. Gaikwad: May I ask one question?....

Mr. Speaker: Order, order. I am not going to allow further indulgence in this. There is a limit to it.*** I cannot understand this kind of thing. (*Interruptions*). Order, order. I have been indulgent to the hon. Member. I have allowed him sufficient opportunity. We have got so much of other work. The hon. Minister has said not once but twice that 'We do not sell a property which belongs to others'. But there is a dispute over this matter. I suggested that instead of asking them to go to the court, the hon. Minister himself may look into it. He will certainly do so. We cannot decide this matter here. If I allow hon. Members to ask one or two questions and then ask them to resume their seats, they must do so. It is no good persisting in this manner.

Some Hon. Members *rose*—

Shri B. K. Gaikwad: May I ask just one more question?....

Mr. Speaker: I am not going to allow even one question more.

Now, I shall take up the next item. The other day, there was an adjournment motion relating to the death of Shri K. Rama Rao. I held it over for today.***

Hon. Members will note that I am showing as much indulgence as possible. I have allowed sufficient opportunity to Shri B. K. Gaikwad. He can never have a complaint on this score. He used to come to me, and I used to suggest various methods to help them even in this matter. But, in spite of it, he persists. All that I meant to say was that I ought not to go on showing indulgence in this manner, lest it will become an abuse and so on.

WRITTEN ANSWERS TO QUESTIONS

Coffee Plantations in Andhra Pradesh

***770. Shri Osman Ali Khan:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Government are considering a proposal for breeding coffee plantations in the Agency tracts in Andhra Pradesh; and

(b) whether the State Government have approached the Centre in this regard?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b). Yes, Sir.

***Expunged as ordered by the Chair.

U.N.O.

*771. **Shri Kodiyan:** Will the **Prime Minister** be pleased to state:

(a) whether the United Nations' Secretary-General has recently apprised member States including India of the serious financial crisis that the U.N. is facing at present due to the heavy expenditure involved in its Congo operation;

(b) whether any special assistance from member States has been asked for by the Secretary-General in this connection; and

(c) if so, the amount given by India in this respect?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Yes, Sir.

(b) and (c). Over and above the regular budget of the United Nations for 1960, the Secretary-General requested the General Assembly in October, 1960 to approve budget estimates totalling approx. $66.6m. for the United Nations operations in the Congo for 1960. The General Assembly approved budget estimates upto a total of $60 m. India's share of the expenses comes to $1,191,425 (Rs. 56,59,268), based on India's regular scale of assessment to the U.N. budget. This amount may be reduced upto 50 per cent due to voluntary contributions already pledged by some Member States.

Deportation of Indian Political Prisoners to Portugal

*772. **Shri Ajit Singh Sarhadi:**
Shri Nath Pai:

Will the **Prime Minister** be pleased to refer to the reply given to Starred Question No. 25 on the 14th November, 1960 and state:

(a) whether any further information has been received from the U.A.R. Embassy about the reported deportation of Indian political prisoners to Portugal; and

(b) if so, what steps have been taken in this regard?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) Government have not received any further information from the U.A.R. Embassy who are still pursuing the matter with the Portuguese authorities.

(b) Does not arise.

Development of Backward Regions

*780. **Shri Vidya Charan Shukla:** Will the Minister of **Planning** be pleased to state:

(a) whether it is a fact that according to the Planning Commission, suitable steps will have to be taken to ensure that major projects located in backward regions contribute fully to the development of those regions; and

(b) if so, what steps are proposed to be taken to bring about a fulfilment of this objective?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) and (b). The matter is under study by the Working Group on Problems of Regional Development.

Student Delegation from Assam

*781. **Shrimati Renu Chakravartty:**
Shri Muhammed Elias:

Will the **Prime Minister** be pleased to state:

(a) whether he met a student delegation led by Mr. Dulal Barua of Assam; and

(b) the main purpose of this meeting?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) Yes.

(b) The members of the delegation wrote to the Prime Minister saying that they wanted to have a "darshan"

of him. When they came to see him, they gave him a memorandum containing a representation about certain matters, which he forwarded to the Chief Minister of Assam. The Prime Minister told them that he had disapproved of the attitude and activities indulged in by a number of students in Assam. They appeared to agree to what the Prime Minister said and expressed their regret.

System of Reporting in Relation to Trade and Industry

***782. Shri Ram Krishan Gupta:** Will the **Prime Minister** be pleased to state:

(a) whether the Committee appointed to make recommendations to simplify, co-ordinate and rationalise the system of reporting in relation to trade and industry has submitted its report; and

(b) if so, the main recommendations therein?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) Not yet.

(b) Does not arise.

Works Committees

***786. Sardar Iqbal Singh:** Will the Minister of **Labour and Employment** be pleased to state:

(a) whether the problems facing the Works Committees were discussed in the recent seminar at Bombay;

(b) if so, the main problems discussed; and

(c) the reaction of Government on the decisions of the Committee?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (c). A Seminar on Works Committees was held by the Central Board for Workers' Education at Bombay on 22nd January, 1961. The items discussed were:—

(i) The Objective of Works Committees;

(ii) Difficulties in the functioning of Works Committees;

(iii) Training of Works Committee members.

The conclusions of the Seminar are under consideration.

सहायक नियोजन अफसर

*७८८. **श्री प्रकाश वीर शास्त्री :**
श्री भा० कृ० गायकवाड़ :

क्या श्रम और रोजगार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली प्रशासन में एक वर्ष में ६० प्रतिशत सहायक नियोजन अफसरों को स्थायी करने के बारे में शिवराव समिति द्वारा की गई सिफारिश पर कोई कार्यवाही नहीं की गई है; और

(ख) यदि हां, तो इसके क्या कारण हैं और सरकार उन सिफारिशों को कब तक कार्यान्वित करेगी ?

श्रम उपमंत्री (श्री आबिद अली) : (क) और (ख). केन्द्रीय लोक सेवा आयोग (यू० पी० एस० सी०) से सलाह ले कर नियुक्ति सम्बन्धी नियम बनाने की कार्यवाही चल रही है। इस काम के पूरे होने पर दिल्ली प्रशासन अफसरों को स्थायी बनाने के बारे में कदम उठायेगा ।

Export of Handloom Products

***789. Shri Radha Mohan Singh:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether the export of handloom products to foreign countries in recent years has dwindled to about one-third of what it was during 1955-56; and

(b) if so, the reasons therefor, and the steps taken by Government to

capture the lost markets in foreign countries?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). There has been some decline in the export of handloom fabrics in recent years as compared to the year 1955-56. Exports of handloom fabrics has been fluctuating as under:—

Year	Value in '000 Rs.'
1955	8,44,28
1956	8,67,17
1957	5,56,31
1958	5,23,52
1959	6,59,11

1960 (full year's figures not yet available).

Some of the main reasons for the fall in export of handloom fabrics as in case of mill made cloth are keen competition from Japanese and Chinese textiles in our traditional markets, fast changing fashion in consumer tastes overseas and increasing popularity of man-made fibre fabrics.

Government have taken several steps to set up exports. The All-India Handloom Fabrics Marketing Co-operative Society is in-charge of the external marketing scheme in the traditional markets and the Handloom Export Organisation has been specially set up to develop exports to non-traditional countries like the United States of America, etc. The Handloom Export Organisation has been participating in a number of international trade fairs and exhibitions. In addition, in incentive scheme for the export of handloom fabrics has also been introduced.

Prices of Surplus Lands

***790 Shri Chintamoni Panigrahi**: Will the Minister of **Planning** be pleased to state:

(a) whether the Planning Commission had requested the Orissa Government to fix the prices of the surplus lands to be disposed of after the fixation of the land ceilings;

(b) whether the Planning Commission also suggested that reasonable number of instalment should be fixed for payment of the same; and

(c) whether the Orissa Government has accepted and implemented these suggestions?

The Deputy Minister of Planning (Shri S N. Sishra): (a) to (c). The provisions of the Orissa Land Reform Bill were considered in the Central Committee for Land Reform and some suggestions were made by the Committee which are now under the consideration of the State Government. The consultations between the State Governments and the Central Committee for Land Reform are of an informal and confidential nature and it will not be in public interest to disclose the nature of these discussions.

Relief work in Congo

***791. Shrimati Maimoona Sultan**: Will the **Prime Minister** be pleased to state:

(a) what contribution India has made so far towards World Health Organisation's relief work in Congo; and

(b) the nature and details thereof?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) and (b). As the Question pertains to the Ministry of Health, the reply would be given by the Minister of Health at a later date.

Public Sector

***793 Shri Harish Chandra Mathur**: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the up-to-date capital at charge of the public sector;

(b) whether details have been worked out of the surpluses which are

likely to accrue from public sector enterprises during the course of Third Five Year Plan; and

(c) if so, whether a statement will be laid on the Table?

The Minister of Industry (Shri Manubhai Shah): (a) to (c). It will take some time before all these details are worked out as many of the projects are still in the stage of construction. These details are not yet available. However, if the Honourable Member is interested in any particular project or projects he may indicate the same and I will try to furnish him the available details.

Firing by Pakistani Troops

*794. **Shri Rameshwar Tantia:**
Shri Assar:
Shri Vajpayee:
Shri Raghunath Singh:
Shri D. C. Sharma:
Shri Bibhuti Mishra:
Shri Ramji Verma:
Shrimati Ila Palchoudhuri:
Shri Ram Garib:
Shri Achar:
Shri Yadav Narayan Jadhav:
Shri P. G. Deb:
Shri S. A. Mehdi:
Dr. Vijaya Ananda:

Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that during December last the Pakistani troops had resorted to firing on a party of border police near Balakot village in Jammu:

(b) whether it is also a fact that Pakistanis had kidnapped four villagers from that area;

(c) whether similar other incidents have been reported from this area: and

(d) if so, the action taken in this regard?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) and (b). Yes, Sir. The incident took place on December 18, 1960.

(c) and (d). Two other incidents have been reported from this village during the past year. In one case a cease-fire violation complaint was lodged with the U.N. Chief Military Observfver. The J. & K. police have registered a case to investigate the second incident.

Spinning Factory

*795. **Shri Osman Ali Khan:**
Shri Rami Reddy:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Government has a proposal to start a Spinning Factory in Andhra Pradesh during the Third Five Year Plan; and

(b) if so, the details of the proposal?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). There is no such proposal for Government—either Central or State—to establish a Cotton spinning mills either in Andhra or in other States.

However, the question of expansion of the Cotton Textile Industry in the Third Plan is under active examination.

Soda Ash

*796. **Shri Raghunath Singh:**
Shri Agadi:
Shri Wodeyar:
Shri Sugandhi:
Shri M. B. Thakore:
Shri Prakash Vir Shastri:
Shri K. U. Pamar:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that there has of late, been a pool price for soda ash, light as well as heavy and imported as well as indigenous, and if so, the reason therefor;

(b) how the Government would account for increasing import of light soda ash which is technically inferior in quality and not generally suitable for consumption for industrial purposes particularly when there is no dearth of supply of heavy soda ash in the exporting countries; and

(c) how far the schemes licensed for manufacture of soda ash in the country have progressed so far and also when the country is expected to be self-sufficient in soda ash?

The Minister of Industry (Shri Manubhai Shah): (a) Since imports of soda ash—light as well heavy—were canalised through the State Trading Corporation, it has been the practice to ensure that the prices of indigenous as well as imported soda ash are the same.

(b) Regarding heavy soda ash, until the end of 1960 there was no production of heavy soda ash in the country and the material obtained through canalised imports by the State Trading Corporatoin was mainly natural heavy soda ash. As the country is gradually approaching self-sufficiency with respect to light ash, it was considered desirable to give an incentive to the production of synthetic heavy ash. This was done by first equalising the sale price of light and natural heavy soda ash at the end of 1959 and by further increasing the price of heavy soda ash over light ash from October, 1960. The present differential in price is Rs. 1|- per cwt. This has been done to serve as an incentive for achieving production of synthetic heavy ash in the country. Already one unit has started manufacturing heavy soda ash. Some of the other units are expected to also do this and we except self-sufficiency in heavy soda ash also in the next two years. Since the price of heavy soda ash was increased, consumers have been given a free choice to use heavy or light soda ash.

(c) The production of light soda ash has now increased substantially so as to make the country-self-sufficient with respect to the product. The production figures of light soda ash are given in the statement laid on the Table. [*See* Appendix III, annexure No. 1]. It is expected that the country will approach self-sufficiency with respect to heavy ash also by the end of 1962.

Cement Factory in Assam

***797. Shri L. Achaw Singh:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that a Cement Factory is being built in Assam with the help of a Yugoslavian Firm at a cost of 3,00,000 pounds; and

(b) if so, whether final agreement has been signed?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). M/s. Assam Cements Ltd. who hold an Industrial Licence for the establishment of a cement factory at Cherrapunji in Assam have recently entered into an arrangement with a firm in Yugoslavia for the supply and erection of a complete Cement plant valued at Rs. 62·98 lakhs with a capacity of 250 tons a day and are being granted an import licence on this basis.

Nationalisation of Cinema Industry

***798. Shri A. M. Tariq:** Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether there is a proposal under the consideration of Government for the nationalisation of Cinema Industry in the near future; and

(b) if so, the details thereof?

The Minister of Information and Broadcasting (Dr. Keskar): (a) No Sir,

(b) Does not arise.

Manufacture and Export of Shoes

*799. **Shri Braj Raj Singh:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that no adequate marketing facilities exist at Agra for the marketing of shoes manufactured by the small fabricators numbring 3,000 there;

(b) whether the State Trading Corporation is purchasing the shoes for export purposes through some subagents appointed by them without any consideration for the industry as such;

(c) whether it has been brought to the notice of the Government that the raw materials needed for the manufacture of shoes are not given to the small fabrics in adequate quantity and black market is going on in the distribution of raw material especially the imported ones; and

(d) what immediate steps Government propose to take to remedy the situation?

The Minister of Industry (Shri Manubhai Shah): (a) No, Sir. The National Small Industries Corporation has set up a Wholesale Depot and a Footwear Export Cell at Agra for marketing leather footwear in the internal and overseas markets, respectively.

(b) Distribution of the orders from foreign buyers is made by the State Trading Corporation to various suppliers on the basis of samples submitted by the buyers. It is not correct to say that this is being done without any consideration for the needs of the industry as a whole.

(c) Leather which is the major constituent of footwear is abundantly available and can be had in the open market. Shoe grinderies which are to be imported are allowed to units as "Actual Users".

(d) The scheme of the National Small Industries Corporation for internal marketing of shoes is being further expanded.

Workers' Participation in Management

*800. **Shrimati Ila Palchoudhuri:** Will the Minister of **Labour and Employment** be pleased to state:

(a) whether it is a fact that a scheme for giving workers working in public undertakings an effective voice in the management of their respective undertaking is under the consideration of the Government of India;

(b) if so, the details thereof; and

(c) when and where it is likely to be enforced?

The Deputy Minister of Planning and Labour and Employment (Shri L. N. Mishra): (a) to (c). The question of speeding up progress in giving workers a voice in the management of public sector undertakings through Joint Management Councils was discussed at a high level interministerial Meeting on 22nd February, 1961. Details of the Scheme, on the basis of the conclusions reached in that meeting, are being worked out.

Economic and Industrial Problems of Eastern Zone

*801. **Shri P. C. Borooah:**
Shrimati Maimoona Sultan:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Government have received a representation from the

West Bengal Chamber of Commerce and Industry drawing attention to the economic and industrial problems of the Eastern Zone;

(b) if so, what are the points made there; and

(c) what is Government's decision thereon?

The Minister of Industry (Shri Manubhai Shah): (a) No, Sir.

(b) and (c). Do not arise.

Television Projector Named "Eidophor"

*802. **Shri A. M. Tariq:** Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether it is a fact that a large Screen Television Projector named "Eidophor" has been recently developed in Switzerland;

(b) if so, what are its special features; and

(c) whether there is any proposal to instal such Television Projectors in India?

The Minister of Information and Broadcasting (Dr. Keskar): (a) to (c). A statement is laid on the Table. [*See* Appendix III answer No. 2].

Import of Machinery

*803. **Shri Harish Chandra Mathur:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) how much foreign exchange was given to (i) large scale industry for import of machinery and to (ii) small scale industry for the same purpose during the Second Five Year Plan particularly in 1960-61; and

(b) whether it is a fact that a large number of applications from small scale entrepreneurs are pending for import of machinery in which earnest money has been accepted but fresh orders have not been placed for the import of machinery?

The Minister of Industry (Shri Manubhai Shah): (a) The total foreign exchange approved for private sector industries during the Second Five Year Plan, up to February, 1961 was Rs. 587 crores. During 1960-61, up to month of February, the amount approved was Rs. 146 crores. Separate figures for large scale industry and for small scale industry are not readily available.

(b) Applications worth Rs. 67·6 lakhs were pending with the National Small Industries Corporation as on 1-3-1961. There has been some delay in placement of orders against these pending applications because of foreign exchange difficulties. It is hoped that orders will soon be placed against a loan to the N.S.I.C. from the U.S. Economic Development Loan Fund. It is expected that the loan will become available very soon.

House Building Advance

1494. **Shri D. C. Sharma:** Will the **Prime Minister** be pleased to state how many employees of the Ministry of Eternal Affairs have been granted house building advance so far?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): Twenty-one employees.

Aircrafts, Aero-Engines and Engine Parts

1495. **Shri D. C. Sharma:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the total number and value of aircrafts, aero-engines and engine

parts purchased by our country during 1960-61 so far from different countries;

(b) the different units in the country which purchased the aircraft, their number and valuation, unitwise, in the above period; and

(c) the respective shares of U.K., U.S.A. and U.S.S.R. in the sales of aircraft to our country?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b). A statement showing country-wise imports of Aircraft, Aircraft Engines and their parts during 1960-61 (April November, 1960) is laid on the Table. [*See* Appendix III, annexure No. 3]. The information regarding different units which purchased the aircrafts is not available in trade statistics.

(c) A statement showing the share of U.K., U.S.A. and U.S.S.R. in the total imports is laid on the Table [*See* Appendix III, annexure No. 3].

Note: The information given in the reply does not include figures of imports made by Defence Ministry for the Indian Air Force.

Training in Leather, Iron, Wood and Tailoring Industries

1496. Shri D. C. Sharma: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the number of persons in Delhi who were imparted training in leather iron, wood and tailoring industries under the First and Second Five Year Plans;

(b) the number of trained persons out of them who were earning their livelihood by working under the Administration, by working privately and the number unemployed; and

(c) whether Government have formulated any scheme to provide employment to those unemployed, and if so, the outline thereof?

The Minister of Industry (Shri Manubhai Shah): (a) to (c). This information is not easily available.

Small Scale Industries

1497. { Shri Ram Krishan Gupta: / Shri Damani:

Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Starred Question No. 195 on the 17th November, 1960 and state:

(a) whether the Expert Committee have since examined the items to be produced in ancillary units and to earmark them for development in the small-scale industries sector; and

(b) if so, the result thereof?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The Committee presented their First Report indicating broadly the steps which could be taken to accelerate the development of ancillary industries. The Report was considered by the Small Scale Industries Board at their 18th meeting held at Trivandrum in February, 1961 and the comments of the Board will be taken into consideration by the Committee before finalising their own views. Detailed recommendations in respect of certain specific industries would be made by the Committee in their subsequent reports.

Eviction of Africans and Indians from South Africa

1498. Shri Ram Krishan Gupta: Will the **Prime Minister** be pleased to refer to the reply given to Starred Question No. 191 on the 17th November, 1960 and state:

(a) whether the Indian delegation to the U.N.O. has put forward the views of Government of India re-

garding eviction of Africans and Indians from the Cato Manor area of Durban; and

(b) if so, the decision taken at the U.N.O.?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b). The question of the treatment of the people of Indian origin as well as that of race conflict in the Union of South Africa has not so far come up for discussion in the current session of the General Assembly. If it is discussed during the resumed session of the General Assembly, India's views wil certainly be put forward, as they have been in the past.

Manufacture of Tractors

1499. **Shri Ram Krishan Gupta:**
Shri Ajit Singh Sarhadi:
Shri Nathwani:
Shri Morarka:
Shri Nanjappan:

Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Starred Question No. 188 on the 17th November, 1960 and state the nature of progress made so far in setting up of a factory for the manufacture of tractors and earth-moving machinery at Ennore (Madras State)?

The Minister of Industry (Shri Manubhai Shah): A new company known as M/s. Limac Ltd., Madras, has been formed for implementing the scheme. The company's capital issue application is under Government's consideration.

Factories in Maharashtra

1500. Shri Pangarkar: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the number of factories, small and big, in Maharashtra where non-ferrous metal work is done; and

(b) the controlled rate for non-ferrous metal per maund of bars girder, sheets, etc.?

The Minister of Industry (Shri Manubhai Shah): (a) It is very difficult to collect the information.

(b) There is no price control on manufactures or semi-manufactures of non-ferrous metals including girders, sheets, etc. There is Statutory control on the price of imported copper unrought. The controlled price is landed cost plus 3½ per cent. In regard to zinc, quota licences to Established Importers are subject to the condition that sales will be at prices not exceeding 3½ per cent. over the landed cost. As regards tin, quota licences to Established Importers are subject to the condition that only reasonable margin of profit not exceeding that during October 1957—September 1958 period should be charged.

Export of Bicycles and Sewing Machines

1501. Shri Pangarkar: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the total number of bicycles and sewing machines exported during the year 1960;

(b) the names of countries to which exported; and

(c) the amount of foreign exchange earned thereby?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) to (c). A statement is laid on the Table of the House. [*See* Appendix III, annexure No. 4].

Unauthorised Powerlooms

1502. Shri Pangarkar: Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to the Unstarred Question No. 521 on the 22nd November, 1960 and state the nature of progress since made in completion of survey of unauthorised

powerlooms working on cotton and artificial silk yarn?

The Minister of Industry (Shri Manubhai Shah): A statement giving the latest census figures for unauthorised powerlooms working on cotton and non-cotton yarn in the various States which has just been compiled is laid on the Table. [*See* Appendix II, annexure No. 5].

License for Bomboo Chips

1503. Shri Dasaratha Deb: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether any monopoly license has been given to any individual in any specific mahala or mahalas of Tripura on the outright sale of bamboo chips (raw materials for making umbrella sticks) for the year 1961;

(b) if so, the names of the mahalas and the particulars of the terms and the names of the party who received monopoly license;

(c) whether it is a fact that due to the issue of monopoly license the other businessmen who had already obtained permit on payment of Government royalty for collecting bamboo chips in the those areas are being prevented to do so; and

(d) what steps are being taken in this matter?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). Umbrella handle mahal in Southern Forest Sub-Division of Tripura has been leased out to Shri Peari Mohan Bhakta Choudhury of Agartala on monopoly-cum-royalty basis for one year from 1st January, 1961 to 31st December, 1961 on the following terms:—

(i) The lessee will pay Rs. 1600 as monopoly fee over and above the usual royalty;

(ii) He will extract bamboo chips for umbrella handles from within the area under Southern Forest Sub-Division on payment of the usual royalty;

(iii) In regard to export of umbrella handles, the lessee will follow custom rules.

(c) Despite issue of auction notices twice, none other than Shri Choudhury came forward to bid for the lease. No complaint has been received from any person who had been given a permit last year against the grant of monopoly rights to Shri Choudhury.

(d) Does not arise in review of the reply to part (c) above.

Import of Engineering Goods

1504. Shri Ram Krishan Gupta: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the total amount spent during 1960-61 for the import of engineering goods;

(b) the steps taken or proposed to be taken to make the country-self-sufficient in this regard;

(c) whether there is considerable scope for setting up new units in different directions; and

(d) if so, the action proposed to be taken for this purpose?

The Minister of Industry (Shri Manubhai Shah): (a) Such a separate classification is not maintained. However considerable value of machinery and Machine tools and components are imported from year to year.

(b) to (d). There is considerable scope for setting up new units in different engineering industries. A list of such industries in which licences under the Industries (Development and Regulation) Act, would ordinarily be freely granted by Government has already been circulated to the principal Chambers of Commerce and Industry for being publicised widely. A copy of this list is laid on the Table. [*See* Appendix III, annexure No. 6] Every encouragement is being given

by Government to industrialists for increasing production in this field not only to make the country self-sufficient in respect of her needs, but also for export. Among the other more important steps taken in this connection may be mentioned the following:—

(1) Units in respect of foreign exchange allotment for import of necessary raw material and components have been permitted to increase their production even beyond their licensed capacity, if they can do so by obtaining a larger proportion of their raw material and component requirements indigenously and without asking for any additional foreign exchange.

(2) Standing Committees of the Development Councils have been set up to examine the possibility of increasing the manufacture of machinery of various kinds in the country, so that dependence on imports on machines, which comprise the bulk of imported engineering goods, can be reduced.

(3) It has also been decided to set up a separate Development Council for machinery manufacturing industry

(4) Import of machine tools and other equipment required for the production of engineering goods in particular in the country is given high priority.

(5) In the allotment of indigenous and imported raw materials also, manufacturers of engineering goods are given necessary priority.

(6) As a result of the action taken so far already considerable progress has been made in the country in the manufacture of a number of engineering goods, such as, diesel engines, pumps, conveyors, machine tools, wagons, transformers, electric motors, bicycles, sewing machines, electric fans, automobiles, scooters and machinery for sugar, paper, jute cement and construction industries.

Silk Industry in Punjab

1505. Shri Daljit Singh: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether the Government of Punjab have submitted any scheme for giving encouragement to the silk industry in Punjab during the year 1960-61; and

(b) if so, the nature of the scheme and the action taken thereon?

The Minister of Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) A statement is laid on the Table [*See* Appendix III, annexure No. 7].

Third Five Year Plan

1506. Shri Daljit Singh: Will the Minister of **Information and Broadcasting** be pleased to state:

(a) the steps taken to make the people Third Five Year Plan conscious; and

(b) whether any separate organisation will be set up for the purpose?

The Minister of Information and Broadcasting (Dr. B. V. Keskar): (a) A statement outlining the steps normally taken to make the people Plan conscious is laid on the Table of the House. [*See* Appendix III, annexure No. 8]. An 'India Plan Week' was organised from the 14th to 22nd January, 1961, to make the public aware of the achievements of the Second Five Year Plan and to educate them about the Third Five Year Plan. Special advertisements, feature articles and spoken word radio programmes have been arranged for the 1st April, 1961, to coincide with commencement of the Third Plan. The Field Publicity Organisation will arrange special programmes in various parts of the country in co-operation with the State Governments.

(b) No new or separate organisation is proposed to be set up for this purpose. We are expanding and consolidating the Field Publicity Organisation.

Import of 16mm French Raw Film

1507. Shri N. M. Deb: Will the Minister of **Commerce and Industry** be pleased to state whether Government have got any proposal to import 16 mm. French Raw Film?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): There is no such proposal at present.

Small-scale Industries in Rajasthan

1508. Shri D. C. Sharma: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the number of small industrial units established during 1960-61 for the displaced persons in Rajasthan; and

(b) the details thereof?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). No industrial Unit for the displaced persons has been sanctioned in 1960-61.

Indians from Ceylon

1509. Shri D. C. Sharma: Will the **Prime Minister** be pleased to state the number of Indians who have migrated from Ceylon to India since November, 1960?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): From 1st November, 1960, to 31st December, 1960, 1232 Indian nationals migrated from Ceylon, 767 voluntarily and 465 on receipt of 'Quit Notices'. Later figures are not available.

नागा लोग

१५१०. श्री प्रकाशवीर शास्त्री : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि

(क) नागा विद्रोहियों के उपद्रवों के फलस्वरूप वर्ष १९६० के अन्त तक जान और माल की कितनी हानि हुई ;

(ख) क्या यह सच है कि इन नागा विद्रोहियों को बाहर से आर्थिक और शस्त्रों की सहायता मिल रही है ; और

(ग) यदि हां, तो क्या सरकार ने यह पता लगाने का प्रयत्न किया है कि उन्हें यह सहायता कहां से मिल रही है ?

प्रधान मंत्री तथा वैदेशिक-कार्य मंत्री (श्री जवाहरलाल नेहरू) : (क) जब से नागा पहाड़ियों में उपद्रव शुरू हुआ है तब से सुरक्षा फौज के ३०० से अधिक सैनिकों की जानें गई हैं। माली नुक्सान के बारे में सूचना इकट्ठी की जा रही है और सदन की मेज पर रख दी जायेगी ।

(ख) सरकार के पास ऐसी कोई सूचना नहीं है ।

(ग) प्रश्न ही नहीं उठता ।

Nagas' Raid on Burmese Village

1511. **Shri Sampath:**
Shri P. G. Deb:
Shri S. A. Mehdi:
Shri Yadav Narayan Jadhav:
Shrimati Mafida Ahmed:
Shri Rajendra Singh:
Shri Ayyakannu:

Will the **Prime Minister** be pleased to state:

(a) whether some Nagas raised a village in Burma on the 9th November, 1960;

(b) if so, the details of the incident;

(c) whether any protest has been lodged with the Government of India by the Burmese Government in this regard; and

(d) action taken in the matter?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) to (d). On the 9th November, 1960, some persons from 7 border

villages of Tuensang District in Nagaland carried out a combined raid on Makware village in Burma and returned with 14 heads. Two more persons from Makware subsequently died of wounds in their village. There was some previous enmity between this group of Indian villages and Makware. Makware villagers were suspected to have been responsible for killing nine persons from one of the Indian villages. There were also some other grievances against Makware.

As soon as information about the raid was received, the officer in charge of the nearest Indian Administrative Centre took a column to the village to prevent further throuble. The Deputy Commissioner has since carried out his investigation. Our Embassy in Rangoon was asked to request the Burmese Government to persuade the Naga villagers on the Burmese side not to retaliate but to await settlement of the feud in a meeting between the border officials. This meeting has been arranged and is due to be held shortly. No protest has been lodged by either side.

Tax on Land to Curb Speculation

1512. Shri Ram Krishan Gupta: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether Government have considered the suggestion to impose a tax on land values to curb speculation as suggested by the Prime Minister during his speech while inaugurating a seminar on "Public Administration Problems of New and Rapidly Growing Towns in South Asia" on the 14th December, 1960; and

(b) if so, action taken thereon?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): (a) and (b). The view expressed in the Prime Minister's speech already forms the basis of Government policy. In order to curb speculation in land the measures already recommended to State Governments *inter alia* are:

(i) taxation of vacant plots; and

(ii) transfer of land acquired for public housing schemes, to beneficiaries, on lease-hold rather than free-hold basis, so that a portion at least of the unearned increment in terms of the lease reverts to the community.

बर्मा में भारतीय

१५१३. **श्री भक्त दर्शन:** क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि द्वितीय विश्वयुद्ध के दौरान बर्मा में कई भारतीयों को बहुत नुकसान पहुंचा था ;

(ख) क्या यह भी सच है कि इन भारतीयों ने भारत और बर्मा की सरकारों को क्षतिपूर्ति के लिये कई अभ्यावेदन भेजे हैं परन्तु अभी तक उन्हें कोई सहायता नहीं मिली है ; और

(ग) यदि हां, तो इस स्थिति को सुधारने के लिये क्या विशेष कार्यवाही की जा रही है अथवा करने का विचार है ?

प्रधान मंत्री तथा वैदेशिक-कार्य मंत्री (श्री जवाहरलाल नेहरू) : (क) और (ख). जी हां ।

(ग) चूंकि इस मामले में कोई फैसला करना एक मात्र बर्मा सरकार का काम है इसलिए भारत सरकार ने इस तरफ कोई खास कदम नहीं उठाया है ।

Cement Factory

1514. Shri Ram Krishan Gupta: Will the Minister of Commerce and Industry be pleased to state:

(a) whether any scheme to set up cement factory in Madhya Pradesh during the Third Five Year Plan has been finalised; and

(b) if so, the details thereof?

The Minister of Industry (Shri Manubhai Shah): (a) and (b) A scheme for the setting up of a Cement factory at Drug in Madhya Pradesh by M/s. Associated Cement Companies Ltd., Bombay for the manufacture of 165,000 tons. of portland cement and 85,000 tons of slag cement per annum has been finalised. The factory is expected to be completed in 1963.

Film on Removal of Untouchability

1515. Shri Ram Krishan Gupta: Will the Minister of **Information and Broadcasting** be pleased to refer to the reply given to Starred Question No. 382 on the 12th August, 1960 and state the progress made in the production of a film on the removal of untouchability?

The Minister of Information and Broadcasting (Dr. Keskar): Final touches are being given to the script.

Minority Community in East Pakistan

1516. { Shri Shree Narayan Das: / Shri Radha Raman:

Will the **Prime Minister** be pleased to state:

(a) whether any cases of offences against the property and persons belonging to members of the minority community in East Pakistan came to the notice of Government of India during the year 1960;

(b) if so, the number and nature of such cases reported;

(c) whether the attention of the Government of Pakistan was drawn to such cases; and

(d) if so, the action taken by that Government in that regard?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) Yes, Sir.

(b) 47 cases of offences against persons belonging to the minority community were brought to the notice of our Deputy High Commission during the year 1960. 16 of them were offences against women, 6 of murder, 2 of dacoity, 8 of oppression such as beating of an entire family, 9 of harassment, 3 of dismissal from service and 3 of forcible conversion. 330 cases of offences against property also came to the notice of our Deputy High Commission during the year. A majority of them were cases of forcible requisitioning of property belonging to the minority community.

(c) and (d). All these cases have been taken up by the Deputy High Commission of India, Dacca, with the Government of East Pakistan.

Industrial Estates in Orissa

1517. Shri Chintamoni Panigrahi: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether there has been any proposal to set up new industrial estates in Orissa during the Third Five Year Plan;

(b) if so, the number of such new estates proposed to be set up; and

(c) the progress made so far in the industrial estates at Rourkela, Kendrapara and Jeypore in Orissa?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). During the Third Plan, the Government of Orissa has proposed to set up twelve new industrial estates i.e., four medium industrial estates at Balasore, Jeypore, Jode-Barbil and Bolangir costing Rs. 10·00 lakhs each and eight small industrial estates at Jaipur Road, Jatni, Aska, Rayagada, Kesinga Tikabali, Hirakud and Talcher costing Rs. 5·00 lakhs each. In addition to above, the existing Industrial Estates at Cuttack, Rourkela and Berhampur will be expanded during the Third Plan period. Further, forty worksheds will be established at suitable places in the State, each shed costing about Rs. 10,000.

(c) During the Second Five Year Plan no Industrial Estate at Jeypore

has been established. The progress made so far in respect of other two industrial estates at Rourkela and Kendrapara is given below:—

Name of the Ind. Estate	Target of construction of Factory Bldg.			No. of sheds completed			no. of sheds allotted.			no. of sheds gone into production
	A	B	C	A	B	C	A	B	C	
*1. Rourkela .	8	12	12	4	8	12	4	7	9	3
@2. Kendrapara	10		1	10 (Twin)	..		3			Nil

India-Iran Trade Agreement

1518. **Shri D. C. Sharma**: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether a new trade agreement has been signed between India and Iran; and

(b) if so, what are the advantages to India from this new arrangement?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) Not yet.

(b) Does not arise.

Displaced Persons in Rudrapur

1519. **Shri S. M. Banerjee**: Will the Minister of **Rehabilitation and Minority Affairs** be pleased to state:

(a) whether some more displaced persons have been settled in Rudrapur area in U.P.;

(b) if so, the total number of displaced persons settled in that area so far;

(c) whether all have been allotted land; and

(d) if not, what other jobs have been given to them?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) Yes.

(b) to (d). 1,115 East Pakistan displaced families have so far been settled in the area. Of these, 1,114 are agriculturist families, and one is a shope-keeper. Land has been allotted to all the agriculturist families.

Patharia Forests in Assam

1520. **Shri S. M. Banerjee**: Will the **Prime Minister** be pleased to state:

(a) whether survey work in five villages in Patharia forest in Assam has since been completed;

(b) if so, whether these five villages are likely to be transferred to Pakistan shortly; and

(c) the number of families likely to be affected by this transfer?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) No, Sir.

(b) Does not arise.

(c) The precise position will be known only after the demarcation on the ground has been completed.

Price of Salt

1521. { **Shri Morarka:** / **Shri Nathwani:**

Will the Minister of **Commerce and Industry** be pleased to state:

(a) the price of salt (rock and lake) payable by the consumer during the last 3 years; and

(b) whether Government exercises any control over the sale price to the consumer?

*1. Construction of 4 units of A & 4 units of B type building is nearing completion.

@2. Twin C type building is under construction.

The Minister of Industry (Shri Manubhai Shah): (a) Ex-factory issue price of Mandi rock salt during the last three years has been Rs. 2 per maund (inclusive of Cess 0-3-6 per maund).

Ex-factory average issue price of Sambhar Lake salt (inclusive of Cess of Rs. 0-3-6 per maund) during the last three years was:

1958	Rs. 0-15-0 per maund
1959	Rs. 0-15-0 per maund till 16-9-59
	Rs. 1-1-6 per maund from 17-9-1959
1960	Rs. 1-1-6 per maund.

The price payable by the consumer will be the ex-factory price indicated above plus freight and incidental charges.

(b) No, Sir.

Export Promotion

1522. **Shri Nathwani:**
Shri Morarka:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) the total amount spent during the last 5 years specifically on export promotion drive by his Ministry;

(b) the details of this amount spent; and

(c) the results achieved so far?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) to (c). The export promotion drive is being conducted by this Ministry through the Export Promotion Councils numbering twelve. These Councils are autonomous bodies and draw up their own programme of work. Government gives annual grants-in-aid to these Councils. The total amount given as aid during the last 5 years was Rs. 75,47,300. Exports have been going up as would appear from the statement given below.

STATEMENT

The export figures for the last three years are given below:—

	(Crores of Rs.)
1958	568
1959	623
1960	635·8

Plan Publicity in Foreign Press

1523. **Shri M. B. Thakore:** Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that very little publicity is being given to our Plans and their achievements in the foreign press specially in Europe, particularly in the United Kingdom and Ireland; and

(b). if so, the steps taken by Government to give adequate information to the countries which are interested in our industrial progress?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b). This is not a fact. India's Plans and achievements have on the whole received wide publicity in world press including U.K. and Ireland. The efforts of our Missions to use the various media of publicity like the Press, radio, television and films to publicise our plans have been successful. A great deal of material in the form of pamphlets and brouchres has been distributed to those interested in India's Plans in foreign countries.

Small Scale Industries in Gujarat

1524. **Shri M. B. Thakore:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether any small Scale Industries have been started since 1956 in the State of Gujarat; and

(b) if so, the details thereof?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). No such details are available.

Trade with South American Countries

1525. Shri D. C. Sharma: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the steps taken by Government to promote trade with the South American countries; and

(b) whether there is any proposal to study the scope of trade prospects with those countries?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) A number of steps have been taken to promote trade with South American countries e.g.:

(1) A Trade Agreement was concluded with Chile on the 10th March, 1960.

(2) A delegation of the Engineering Export Promotion Council visited some of the countries in the area in 1960.

(3) A mission visited Argentina in 1960 for exploring the possibilities of exporting Railway equipment.

(4) Prospects of expansion of trade with these countries were explored through Indian Missions in these countries and their Missions in India.

(b) The possibilities of expansion of trade with the various counries are constantly explored.

Newsprint Factory in Punjab

1526. { Shri D. C. Sharma: / Shri Ajit Singh Sarhadi:

Will the Minister of **Commerce and Industry** be pleased to state the progress made regarding the question of setting up a newsprint factory in Punjab?

The Minister of Industry (Shri Manubhai Shah): A licence under the Industries (Development and Regulation) Act, 1951 has been issued to one firm on the 31st January, 1961.

Export of Iron Ore

1527. Shri Damani: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether negotiations for export of iron ore with other countries have been in progress during the last year; and

(b) if so, the details of the nogotiations that have been successful?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b). The information regarding the quantities sold to different countries and quantities for which negotiations are in progress is contained in the statement given below:

STATEMENT

Country	Quantity sold for delivery during 1961	Quantity for delivery in 1961 in respect of which negotiations are in progress
	Lak tons	
Rumania	2·00	Nil
Czechoslovakia	9·03	Nil
Yugoslavia	1·3	Nil
West Germany	1·015	Nil
Hungary	Nil	1·00
Italy	Nil	1·00
Poland	Nil	1·00
East Germany	Nil	1·00
Austria	Nil	0·50
Japan	Nil	20·00
Egypt	Nil	3·00
TOTAL	13·395	27·50

D.D.T. Factories in Delhi and Alwaye

1528. Shri P. C. Borooah: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the present production capacity of the two D.D.T. factories in Delhi and Alwaye respectively;

(b) the annual production target of the factories under the Third Five Year Plan; and

(c) the cost of the expansion scheme under the Third Five Year Plan?

The Minister of Industry (Shri Manubhai Shah): (a) Present annual production capacities of Delhi and Alwaye factories are as follows:—

Delhi—1344 Tonnes of Technical DDT.

Alwaye—1344 Tonnes of Technical DDT.

(b) and (c). The annual production target of the two factories in the Third Plan period is as given above The question of further expanding production of technical DDT and other allied chemicals is under examination.

Sillimanite

1529. Shri M. R. Krishna: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that Sillimanite has been found to be of great use in this country;

(b) whether for results of research conducted by the Travancore Minerals Company on Sillimanite were made available to the Government of India; and

(c) whether it is a fact that refractories worth 30 crores are allowed to be imported annually?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). Yes, Sir.

(c) Refractories worth between Rs. 3—4 crores are being imported annually.

Industrial Estates

1530. Shrimati Ila Palchoudhuri: Shri Radha Mohan Singh: Shri Ramanathan Chettiar:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether a scheme for setting up a number of industrial estates during 1961-62 in different districts of States is under the consideration of the Government of India;

(b) if so, the details thereof; and

(c) when it is likely to be executed?

The Minister of Industry (Shri Manubhai Shah): (a) to (c). The proposals for industrial estates to be started in 1961-62 in different States are under consideration of the State Governments.

हिन्दू और सिख मंदिर

१५३१. **श्री प्रकाशवीर शास्त्री** : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ समय पूर्व पश्चिम पाकिस्तान के राज्यपाल ने अमृतसर में यह आश्वासन दिया था कि पश्चिम पाकिस्तान में स्थित हिन्दू और सिख मन्दिरों की पवित्रता को नष्ट नहीं होने दिया जायेगा ;

(ख) यदि हां, तो क्या ऐसे मन्दिरों की सूची तैयार की गई है ; और

(ग) यदि हां, तो वहां कितने गुरुद्वारे, आर्य समाज मन्दिर और हिन्दू मन्दिर हैं ?

प्रधान मंत्री तथा वैदेशिक-कार्य मंत्री (श्री जवाहरलाल नेहरू) : (क) पश्चिम पाकिस्तान के गवर्नर हाल ही में सद्भावना मिशन पर जब अमृतसर गये थे, तब उन्होंने एक सार्वजनिक सभा में यह कहा था कि पाकिस्तान में सिक्खों और हिन्दुओं के धार्मिक स्थानों की रक्षा की जायेगी और उनकी पवित्रता बनाये रखी जायेगी ।

(ख) और (ग). फरवरी, १९५८ से हम पाकिस्तान सरकार से बराबर यह कहते आ रहे हैं कि वह भारत-पाकिस्तान देवस्थान संयुक्त समिति की दूसरी बैठक करने के लिए सहमत हो, ताकि दोनों देशों के देवस्थानों की सूची को अंतिम रूप दिया जा सके। लेकिन पाकिस्तान सरकार ने बैठक करने की सहमति नहीं दी है। हाल ही में हमारे कार्यकारी हाई कमिश्नर ने पाकिस्तानी विदेश मंत्री के साथ इस मामले को उठाया था और उन्होंने यह वादा किया था कि जवाब जल्दी ही भेज दिया जायेगा लेकिन हम अभी तक उसका इंतजार कर रहे हैं। यह स्मरण रहे, कि संयुक्त समिति की पहली बैठक में यह विचार किया गया था कि हर तरफ से २०० देवस्थानों की सूची बनाई जानी चाहिये।

हमारी सूची तैयार है और उसमें १०० गुरुद्वारे, २० आर्यसमाज के मंदिर, ९६ सनातन धर्म के देवस्थान, ६ देव समाज के देवस्थान और ७ जैन मन्दिर हैं।

Closure of Factories and Mills in Gujarat

1532. Shri M. B. Thakore: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that 70 factories are already closed and many factories and mills are likely to be closed in Gujarat State due to the shortage of coal;

(b) if so, what will be the total loss of production and the number of persons who will be unemployed and loss for the respective factories and mills; and

(c) what steps are being taken by the Government of India in the matter?

The Minister of Industry (Shri Manubhai Shah): (a) Only a few factories were closed.

(b) It is difficult to estimate the loss and the unemployment caused.

(c) Steps are being taken by the State Government to avoid occurrence of this in future.

Import of Electric Poles

1533. Shri A. K. Gopalan: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether his attention has been drawn to the report appearing in the *Hindusthan Standard*, Calcutta of 10th January, 1961 about the permit for the import of electric poles by Calcutta Corporation secured by improper means;

(b) if so, whether any enquiry has been made; and

(c) if so, the details thereof?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) to (c). Investigations are in progress.

Transfer of C.P.W.D. Work to D.M.C.

1534. Shri Tangamani: Will the Minister of **Works, Housing and Supply** be pleased to refer to the reply given to Unstarred Question No. 1325 on the 5th December, 1960, and state:

(a) whether the transfer of works from the Central P.W.D. to the Municipal Corporation of Delhi is being made in pursuance of Home Affairs Memo. No. 20/7/58-SR(R) dated 29th May, 1958;

(b) if so, whether the instructions given in the above-mentioned Memo and subsequent instructions regarding the transfer of works and staff employed on those works are being implemented in full; and

(c) if not, the reasons therefor?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) No, the orders contained in the said Memo. do not apply in this case.

(b) and (c). Do not arise.

Production of Motor Vehicles

1535. Shri Kalika Singh: Will the Minister of **Commerce and Industry** be pleased to state:

(a) name, description, authorised capital, values of shares and other particulars of the firm which produces commercial motor vehicles in India in collaboration with Leyland Motors of Britain

(b) the percentage of shares or interest held by Leyland Motors in the firm and the annual capacity of production in the firm and the names of the vehicles;

(c) whether it is a fact that the two renowned British firms Leyland Motors and Standard Triumph Internation are merging as a result of an offer by Leylands of exchange of share worth £18,000 000 which Standards have accepted; and

(d) whether the merger of the two firms in Britain will have any particular effect on the working of the Indian firm or in the name of the vehicle being produced here?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). M|s. Ashok-leyland Ltd., Madras, are manufacturing Leyland 'Comet' and 'Titan'|Tiger' comercial vehicles in collaboration with M|s. Leyland Motors of U.K. The other particulars of the firm are as follows:—

Authorised capital—Rs. 10 crores

Paid-up capital—Rs. 3.30 crores approx. (as on 1-1-1961).

Value of share—Rs. 5 each.

Percentage of shares held by UK firm—49 per cent.

(The UK firm have been allowed to increase their shareholding to 60 per cent by further investing in the share capital of the Indian company in the form of plant and machinery needed for the expansion programme also approved by Government. This is subject to the understanding that the Indian investors will have the right to buy back the shares at par after 10 to 15 years to the extent that the ratio of shareholding between the foreign and the Indian firm reverts to 50:50).

Installed capacity—

'Comet' 'Titan|Tiger'—3000 Nos. per annum.

(The firm have now been licensed in September 1960 to increase their capacity for 'Comet' vehicles to 5400 Nos. and for diesel engines used for 'Titan|Tiger (chassis and other industrial purposes to 1200 Nos per annum).

(c) and (d). It has been reported in the papers that Leyland Motors of U.K. have bought off Standard Motor Co. Ltd. but Government of India have no definite information. The merger, however, will have no effect on either of the two Indian firms, namely Ashok Leylands Limited or Standard Motor Products of India Ltd.

As Standard Motors, Coventry have given up production of 'Standard 10' cars, Standard Motor Products of India Ltd. have requested Government to permit them to produce 'Standard Herald', similar to 'Triumph Herald' and Government have permitted them to do so. This proposal, however, does not retard the progress of Standard Motors of India and also will not involve any additional foreign exchange for import of CKDs.

Land Ceilings in Maharashtra

1536. { Shri Sampath: / Shri S. A. Mehdi:

Will the Minister of Planning be pleased to state:

(a) whether Government have rendered any advice to Maharashtra Government about land ceilings; and

(b) if so, the action taken in the matter?

The Deputy Minister of Planning (Shri S. N. Mishra): The general principles which should guide the State Government with regard to ceiling have been set out in the Second Five Year Plan. These recommendations are, however, in the nature of a broad common approach which has to be adapted and pursued in each State with due regard to local conditions and in response to local needs.

The proposals of the Government of Maharashtra for ceiling on land holdings were considered in the Central Committee for Land Reform and some suggestions were made for consideration of the State Government. The discussions in the Central Committee are of an informal and confidential nature and it will not be in public interest to disclose them.

Cigarette Manufacturing Factory

1537. Shri Aurobindo Ghosal: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether there is any cigarette manufacturing factory in India; and

(b) if so, how many and where?

The Minister of Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) A statement is laid on the Table of the Lok Sabha. [*See* Appendix III, annexure No. 9].

Automobile Industry

1538. Shri Muhammed Elias: Will the Minister of **Commerce and Industry** be pleased to state:

(a) what percentage of component parts is imported from abroad for automobile industry; and

(b) what percentage of rise has taken place in the production of cars in the country during the year 1959-60?

The Minister of Industry (Shri Manubhai Shah): (a) The percentages of components imported for the manufacture of the main models of the different motor vehicles produced in the country are as follows:—

Cars.	
Standard '10'	49·3%
Fiat "1100"	36·0%
Hindustan Ambassador	23·6%
Willys Jeeps	26·4%
Commercial Vehicles.	
Dodge (Diesel-165 WB)	20·0%
Tata-Mercedes— Benz (165', WB)	23·2%
Bedford	50·0%
Leyland 'Comet' (163" W.B.)	34·3%

(b) The percentages of rise in the indigenous content of the cars produced in the country during 1960 are as follows:

Standard '10'	1·3%
Fiat '1100'	7·4%
Hindustan Ambassador	3·0%

Labour Relations in Steel Plants

1539. Shri Tridib Kumar Chaudhuri:
Shri P. K. Deo:
Shri Muhammed Elias:

Will the Minister of **Labour and Employment** be pleased to state:

(a) whether it is a fact that a meeting of the officials of the Labour Departments of the Union Government and those of the State Governments of Orissa, Madhya Pradesh and West Bengal on the one hand and the Chairman and Directors of the Hindustan Steel Project and the General Managers of the Hindustan Steel Projects' Plants at Rourkela, Bhilai and Durgapur on the other was held in Ranchi on the 9th of February, 1961 under the auspices of the Union Ministry of Labour to explore the possibilities of improving labour-management relations in these Plants;

(b) what were the decisions of the said meeting; and

(c) whether the Rourkela Steel Plant has been served notice for prosecution by the State Government for failure to observe even the elementary provisions of the Factories Act?

The Deputy Minister of Labour and Planning (Shri L. N. Mishra): (a) The meeting had to be postponed due to some unavoidable reasons.

(b) Does not arise.

(c) Government have no information.

Cinema Posters

1540. Shri Ram Saran: Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether it is a fact that cinema posters are not censored before distribution;

(b) whether it is also a fact that some cinema posters concerning a picture do not at all relate to or have any connection with the story of the picture; and

(c) the steps Government propose to take in such matters specially in the Union Territories?

The Minister of Information and Broadcasting (Dr. Keskar): (a) There is no provision in the Cinematograph Act, 1952 to censor cinema posters.

(b) It is difficult to say so. It happens sometimes that scenes cut out by censors appear on posters.

(c) The question of prevention of display of obscene cinema posters is under the consideration of the Ministry of Home Affairs who have the authority to deal with the subject.

भूटान का विकास

१५४२. श्री प्रकाशवीर शास्त्री : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) गत पांच वर्षों में भारत सरकार ने भूटान के विकास पर कितनी राशि खर्च की है ; और

(ख) भारत-भूटान सड़क का कितना भाग बन चुका है और शेष का निर्माण कब तक पूरा होने की आशा है ?

प्रधान मंत्री तथा वैदेशिक-कार्य मंत्री (श्री जवाहरलाल नेहरू) : (क)

आर्थिक सहायता	रुपए
१९५६–५७	३,२२,८००
१९५७–५८	२,४५,०००
१९५८–५९	४,१६,६२९
१९५९–६०	५,७४,७७४
१९६०–६१	७,००,०००
सड़क निर्माण प्रायोजन। :	
१९६०–६१	७५,००,०००

(ख) लगभग ५० मील सड़क बनाई जा चुकी है और आशा है कि बाकी काम चालू वर्ष में पूरा हो जाएगा ।

Rehabilitation Industries Corporation

1543. Shri Indrajit Gupta: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether the Board of Directors of the Rehabilitation Industries Corporation has recently been reconstituted;

(b) if so, the names of the Directors before and after reconstitution of the Board; and

(c) the purpose of reconstitution?

The Minister of Industry (Shri Manubhai Shah): (a). Yes. Sir.

(b) A statement is laid on the Table of the Lok Sabha. [*See* Appendix III, annexure No. 10].

(c) In pursuance of Article 65 of the Articles of Association of the Corporation, the Board of Directors is required to be reconstituted after every annual general meeting. Being Development Authority also, the new Chairman is in a position to coordinate the general resettlement

activities of refugees in Eastern part of the country.

Industrial Estate at Bikaner (Rajasthan)

1544. Shri Karni Singhji: Will the Minister of **Commerce and Industry** be pleased to state whether any scheme for setting up of an Industrial Estate at Bikaner (Rajasthan) has been received and approved?

The Minister of Industry (Shri Manubhai Shah): A scheme for the setting up of an Industrial Estate at Bikaner was received from the Rajasthan Government. The cost of the scheme was worked out by the State Government as Rs. 7.70 lakhs. The State Government has been advised to revise the scheme bringing down the cost to Rs. 5.00 lakhs and recasting it to conform to the norms prescribed for Industrial Estates. The State Government has been requested to re-submit the scheme accordingly together with layout plans for technical scrutiny and approval. The revised scheme and its layouts are awaited from the State Government.

Indian Plastic Industry

1545. { Shri Ram Krishan Gupta:
{ Shri Daljit Singh:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) the nature and details of suggestions made by Indian Productivity Team (which went abroad) for improving and increasing the Indian Plastic Industry; and

(b) the steps taken or proposed to be taken to implement those suggestions?

The Minister of Industry (Shri Manubhai Shah): (a) The main recommendations made by the Indian Productivity Team on Plastics Industry are:—

(i) The Indian Industry should develop industrial and agricultural applications of plastics.

(ii) Raw material manufacturers should supply standard materials and provide adequate technical services.

(iii) Greater attention should be paid to attachments and modifications with a view to improving performances by the limited machines that are in country.

(iv) The industry should introduce all the modern productivity techniques like proper Plant Layout, Materials Handling, Cost and Quality Control, In-Plant Training, Provision of Incentives, Market Research, etc.

(v) Government and Technical Institutions should give urgent attention to technological training of personnel for the Plastics Industry.

(vi) The Small Industries Service Institutes in India should play a role similar to that of the Municipal Research Institutes in Japan in the growth of small scale plastics industry.

(b) The National Productivity Council, to whom the Report has been submitted by the Team, has communicated the recommendations to the concerned authorities including Ministries and Departments of the Government of India, as also the Institutions and Associations connected with hte Plastics industry for appropriate action.

Industries in U. P.

1546. Shri B. N. Kureel: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the schemes for setting up new industries received from the Uttar Pradesh Government during the Second Five Year Plan;

(b) the schemes approved by the Central Government and the industries set up during the Second Five Year Plan:

(c) the schemes received for setting up new industries during the Third Five Year Plan;

(d) the schemes which have been approved for setting up the new industries during the Third Five Year Plan; and

(e) the places where it is proposed to set up new industries in U.P. during the Third Five Year Plan?

The Minister of Industry (Shri Manubhai Shah): (a) to (e). It is very difficult to collect these information. However, if the Honourable Member is interested in any particular category of industries, I will try to collect the necesary information.

Market near Delhi Railway Station

1547. Shri P. C. Borooah: Will the Minister of **Rehabilitation and Minority Affairs** be pleased to state:

(a) whether the Municipal Corporation, Delhi has submitted a scheme to Ministry of Rehabilitation for the construction of a new market near Delhi Railway Station for the rehabilitation of shop keepers in the Old Lajpat Rai market;

(b if so, the details of the scheme; and

(c) what is the estimated cost of the scheme?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) to (c). The Delhi Municipal Corporation has under consideration a scheme to construct a market on Auckenlek Aramgah site near Delhi Railway Station. The scheme has not yet been received in the Ministry of Rehabilitation.

Corruption cases in D.G.S. & D.

1548. Shri Brajeshwar Prasad: Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) how many officers in the D.G. S. & D. organization have been suspended or dismissed on charges of bribery and corruption during 1960-61;

(b) what are their ranks;

(c) in case of (a) at what stage has investigation against them reached; and

(d) how much movable and immovable property was found with them?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) and (b). Suspended. An Officiating Deputy Director General (Progress), a Special Director of Inspection, and an Assistant Director of Supplies.

Dismissed

A permanent Deputy Director of Supplies, officiating as Deputy Controller General (Defence Production).

(c) Investigations against the officiating Deputy Director General (Progress) and the Assistant Director of Supplies have been completed and departmental proceedings against them are in progress.

Investigation against the Special Director of Inspection has not yet been completed and is in progress.

(d) Officiating Deputy Director General (Progress)

	Rs.
	5,41,072
Assistant Director of Supplies	1,49,770|12
Permanent Deputy Director of Supplies, officiating as Deputy Controller General (Defence Production)	1,97,788·68

Rent of 'D' Type Quarters

1549. Shri D. C. Sharma: Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) what is the standard rent of 'D' type quarters in DIZ and Minto Road area in Delhi;

(b) whether it is a fact that a number of Government servants drawing more than Rs. 500 who are entitled to higher class quarters are occupying those quarters;

(c) if so, what is the number of such quarters and what is the rent they have to pay; and

(d) what steps are being taken to allot to them quarters of their own class?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) Rs. 67 per month for unorthodox 'D' type quarters (meant for officers drawing less than Rs. 750 but not less than Rs. 500 p.m.).

Rs. 53 per month for orthodox 'D' type quarters (meant for officers drawing less than Rs. 500 but not less than Rs. 250 p.m.).

(b) Yes.

(c) Unorthodox 'D' type—21 (occupied by officers drawing Rs. 750 and above).

Orthodox 'D' type—255.

Rent is charged from the allottees at the rate of 10 per cent of their emoluments, or the pooled standard rent under FR-45A, whichever is less.

(d) The officers drawing Rs. 500 or more per month who are in occupation of 'D' type quarters which are below their own entitled class, are being shifted in their turn to quarters of their entitled class as and when vacancies occur.

Export of Glass Products

1550. Shri P. C. Borooah: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether a five-member delegation sponsored by the Chemicals and Allied Products Export Promotion Council went out on a tour of Middle East and African countries on Sunday the 19th February, 1961 for the promotion of export of glass products;

(b) what was the export of glass products during 1953 and 1960; and

(c) whether the exports have gone down in recent years?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) Yes, Sir.

(b) Export of glass products during 1953 and 1960 were as follows:—

1953	1960
Rs. 27,19,000	Rs. 27,16,000

(c) Exports have been rather stationary during the last 3 or 4 years.

Export of Handloom Cloth

1551. Shri Shiva Datt Upadhyaya: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the quantity of handloom cloth exported from India in the years 1958-59 and 1959-60;

(b) the amount of foreign exchange earned by this export during the above period;

(c) the countries which are importing handloom cloth from India; and

(d) the steps proposed for encouraging further exports of Indian handloom cloth?

The Minister of Industry (Shri Manubhai Shah): (a) to (c). A statement is laid on the Table of the Lok

Sabha. [*See* Appendix III, annexure No. 11].

(d) The Government have taken various steps to encourage exports of handloom fabrics. The All India Handloom Fabrics Marketing Co-operative Society, which is incharge of external marketing in the traditional countries in South East Asia, is making every effort to increase exports to those countries. The Handloom Export Organisation has been specially set up to increase exports to non-traditional countries like the U.S.A., West Germany, etc. Incentives in the form of licences for import of coal-tar dyes, textile chemicals, etc. are given to exporters of handloom fabrics in and outside the cooperative fold. A scheme for payment of cash incentives against exports of handloom fabrics is also under consideration.

Import of Seeds

1552. Shaikh Mohammad Akbar: Will the Minister of **Commerce and Industry** be pleased to state the total amount of foreign exchange spent for the import of improved seeds during the year 1959-60?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): The item 'Improved Seeds' as such is not shown in the Indian Trade Classification of the country. A statement showing the value of different kinds of seeds imported during 1959-60 is given below:

STATEMENT

(Value in '000' of Rs.)

	1959-60
1. Seed potatoes	1878
2. Ani-seed	2
3. Coriander seed	5
4. Cumin seed	1070
5. Cottonseed	1
6. Oil seeds, oil nuts, and oil kernels n.e.s.	
(a) Essential	—
(b) Non-essential	48
7. Seeds for planting	201
TOTAL	3205

Mineral Development in Jammu and Kashmir

1553. Shaikh Mohammad Akbar: Will the Minister of **Planning** be pleased to state:

(a) the total amount allotted and spent during the Second Five Year Plan period on the mineral development in the State of Jammu and Kashmir; and

(b) the total amount allotted under this head in the State during the Third Five Year Plan?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) The Second Five Year Plan did not make any specific provision for mineral development in the State of Jammu and Kashmir.

(b) The Working Group on Industries and Minerals which considered the draft proposals for the Third Plan from the Government of Jammu and Kashmir, recommended an allocation of Rs. 97 lakhs for the development of the Kalakot coalfield and the Directorate of Mines and Geology in the State. The final proposals from the Government of Jammu and Kashmir are still awaited.

Films Division

1554. Shri A. M. Tariq: Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether the Films Division has not been put on a permanent basis so far even though it was set up about a dozen years ago and although the Pay Commission recommended conversion of such temporary posts of long duration into permanent ones;

(b) if so, the reasons therefor;

(c) whether this affects adversely the personnel employed in the Films Division; and

(d) what are the modes of promotion in regard to technical personnel in the Films Division?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b). The Films Division has been declared as a permanent organization

and temporary posts which are continuously required are being converted into permanent ones in accordance with the policy approved by Government for such posts.

(c) Persons holding posts in a temporary capacity are not automatically made permanent even though the posts have become permanent. Each case will have to be considered on merits and in consultation with U.P.S.C. where required under the Rules. There is no bar to an officiating appointment being made in a permanent post.

(d) Promotion of technical personnel is made in accordance with the procedure adopted in consultation with UPSC for filling the various posts. Generally promotion to posts which are filled by promotion is made on the basis of selection by a departmental promotion committee (which is presided over by a member of the UPSC in respect of senior posts).

Salary of Labour Inspectors

1555. **Shri Punnoose:**
Shri K. N. Pande:
Shri Palaniyandy:
Shri Braj Raj Singh.
Dr. Melkote
Shri Sarju Pandey

Will the Minister of **Labour and Employment** be pleased to state:

(a) whether it is a fact that the scale of pay of the Labour Inspectors (Central) in the Chief Labour Commissioner's organisation is much lower than the scale of pay of the Provident Fund Inspectors and Labour Officers under the Ministry of Labour and Employment;

(b) if so, whether the duties and responsibilities of the Labour Inspectors (Central) are not as heavy as those of Provident Fund Inspectors and Labour Officers; and

(c) whether there is any proposal to raise the scale of pay of Labour Inspectors (Central) at par with those of Labour Officers and Provident Fund Inspectors?

The Deputy Minister of Labour (Shri Abid Ali): (a) The scales of pay for the posts of Labour Inspector (Central), Provident Fund Inspector and Labour Officer (Central) are:

Labour Inspector (Central)—Rs. 180—450 revised to Rs. 230—530.

Provident Fund Inspector—

Grade I—Rs. 275—650 revised to 350—800.

Grade II—Rs. 180—300 (Not yet revised)

Labour Officer (Central) Rs. 275—800.
revised to 350—900.

Labour Officer (Central) Selection Grade—Rs. 800—1000; revised to 900—1150.

(b) The duties attached to the posts are not similar and therefore it is not possible to make a comparison. Moreover, the posts of Provident Fund Inspector is a non-Government one.

(c) A representation has been received from the Central Industrial Relations Machinery Officers' Association for raising the scale to Rs. 400—900.

Ceiling Fans in Class IV Quarters

1556. Shri Ram Garib: Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) whether the proposal to provide a ceiling fan in the Class IV quarters has been deferred for a particular period or it has been abandoned for ever; and

(b) if not, when the Class IV quarters are to be provided with a ceiling fan?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) and (b). The proposal has been deferred on account of financial grounds. When substantial progress in meeting the present large shortage of accommodation for Class IV staff has been made, the proposal will be considered again.

Work-Charged Staff of C.P.W.D.

1558. Shri Tangamani: Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) whether the revised scales of pay have been given to the Central Public Works Department work-charged staff on temporary transfer to the New Delhi Municipal Committee;

(b) whether they have been paid the arrears of the pay on refixation; and

(c) if not, the reasons therefor?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) No. Staff on transfer to New Delhi Municipal Committee are not eligible for the revised scales of pay unless they revert to the Central Public Works Department.

(b) and (c). The question of fixation of pay of the staff in the revised scales of pay will be considered if and when they exercise their option to revert to the Central Public Works Department.

Work-charged Staff of C.P.W.D.

1559. Shri Tangamani: Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) whether the revised scales of pay have been given to the Central Public Works Department work-charged staff on temporary transfer to the Municipal Corporation of Delhi;

(b) whether they have been paid the arrears of the pay on refixation; and

(c) if not, the reasons therefor?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) No. The workers transferred to the Corporation will be eligible for revised scales of pay only if they revert to the Central Public Works Department

(b) and (c). The question of fixation of pay in the revised scales will be considered if and when the staff concerned exercise their option to revert to the Central Public Works Department.

12.07 hrs.

MOTIONS FOR ADJOURNMENT

DEATH OF SHRI K. RAMA RAO DUE TO FALLING FROM TRAIN

Mr. Speaker: The other day, there was an adjournment motion relating to the death of Shri K. Rama Rao. I held it over for today. The hon. Minister.

The Deputy Minister of Railways (Shri Shahnawaz Khan): Shri K. Rama Rao accompanied by his daughter, a lady nurse and a journalist Shri G. K. Prasad boarded the III class sleeper coach of 11 UP Howrah-Delhi Express on the 9th at Patna Junction for Delhi. They were given seats 72 to 75, which were located on the bench near the door, on the left-hand side, at the Delhi end of the coach. It is reported that Shri Rao was occupying the seat nearest to the door, the other two seats being occupied by his daughter and nurse.

At about 10.20 hours when the train arrived at Buxar, it was reported to the Guard that a passenger had fallen off. The commotion on the platform attracted the attention of the Divisional Operating Superintendent, Dinapore, who was travelling on the train. Enquiries with the passengers travelling in the sleeper coach indicated that the probable place of fall was near about kilometre 610, where attempts had also been made by the passengers to stop the train by pulling the alarm chain which, however, did not operate as the apparatus had been blanked off from Mokameh.

Instructions were issued for all the trains on the run between Arrah and Buxar to look for Shri Rao and 39 UP

[Shri Shahnawaz Khan]

Janata Express which was following 11 UP about 90 minutes later, picked up Shri Rao at Kilometre 611/6 between Karisath and Behea stations, at about 11.40 hours and when Shri Rao was examined at Behea by a doctor he was found to have been dead. The body was taken to Buxar where his family had detrained and a further examination by the railway doctor confirmed that the life was extinct. The body was handed over to the Railway Police and subsequently, after an inquest by the civil police, to the relatives, the finding at the inquest being "accidental death due to fall from running train".

It is ascertained that no post mortem was conducted.

Railway police have registered a case and their investigation report is awaited.

The Eastern Railway have also ordered an inquiry by three senior scale officers. This inquiry has started from 12th March, 1961.

Enquiries show that the door near Shri Rao was sitting was in good working order and could be closed and secured properly. The blanking off of the alarm chain by the 11 UP Express was notified in Patna papers, including the *Searchlight* on the 2nd March 1961.

The blanking off of the alarm chain apparatus was found necessary in view of heavy incidence of unauthorised pullings on the Dinapore Division of Eastern Railway, and has been resorted to with a view to avoid serious dislocation to trains and inconvenience to passengers, as well as adverse effects on the capacity for running goods trains for clearing essential traffic.

Shri Braj Raj Singh (Firozabad) rose—

Mr. Speaker: Had he tabled the adjournment motion?

Shri Braj Raj Singh: I had tabled the adjournment motion that day.

My point is this. The Minister says that the door was perhaps not locked and Shri Rama Rao slipped through the door. In the third class sleeper coaches, the railway provides a person to secure the door by putting the latches. May I know why a railwayman was not posted in that compartment, and why it was left in such a condition that any passenger could fall down, and here death has occurred of a very great man?

Shri Vajpayee (Balrampur): According to reports, Shri Rama Rao was still alive when he was picked up by the Janata Express. There is no mention in the statement made by the Minister to the effect that when the Janata Express picked up Shri Rama Rao he was still alive, and if the Howrah Express could have been stopped, his life would have been saved.

Shri Shahnawaz Khan: When he was picked up by the Janata Express, he was, unfortunately, dead already.

Shri Vajpayee: How much time was taken by the Janata to reach the place after the Howrah Express had passed?

Shri Shahnawaz Khan: 90 minutes.

Shri Raghunath Singh (Varanasi): When the door was in proper order, how did he fall down?

The Minister of Railways (Shri Jagjivan Ram): That is what we cannot say. That is a matter for investigation. But his daughter, who was interrogated by the police at Buxar, was not sure, when she left that berth for the other for breakfast, whether the door was closed or open.

Shri Vajpayee: May I know why *bona fide* passengers should suffer for the incompetence of the Railway Administration in checking the pulling of chains?

Shri Shahnawaz Khan: Although we are very sorry that such a valuable life was lost, I would like to inform my hon. friend, who appears to be very agitated, that in January 1961, there were 811 cases of alarm chain pullings on that one section of Dinapore in passenger trains. If that sort of thing continues, no trains will move. We are accused here that goods are not carried and passengers are not carried. How can we do it?

Shri Braj Raj Singh: I submit that this is a fit case for you to give permission for this adjournment motion to be discussed in the House. It seems that it is the negligence of the railways which has caused the death of Shri Rama Rao. No employee was there to secure the door.

Mr. Speaker: I have heard sufficiently....

Shri Jagjivan Ram: As I have said, an attendant was there, but he was at the other end of the compartment. He cannot be at both the doors at the same time.

So far as this door was concerned, the daughter of Shri Rama Rao herself is not certain whether, when she left her father to go to the other berth to take her breakfast, it was closed or open.

Shri Braj Raj Singh: What of that?

Shri Indrajit Gupta (Calcutta—South West): May I seek a clarification?

Mr. Speaker: Order, order. The matter has been placed in the hands of the police for further investigation into this matter. The hon. Minister has gathered whatever information is available, even from the relations of Shri Rama Rao. Under these circumstances, I do not know if any useful purpose will be served by adjourning the normal proceedings of the House and then engaging ourselves in a discussion of this matter. Let us wait and see.

So far as the blanking off of the alarm chain is concerned, the hon. Minister said that there were 800 odd cases of chain pullings. This is one of the methods of preventing chain pullings—by making it impossible and making it useless. But now in view of what has happened in this case, the hon. Minister will certainly reconsider this matter whether that is effective or something else which would prevent the pulling of chains by improper persons should be adopted, which would at the same time enable persons to pull the chain and utilise it in case of an accident. These are all various experiments. Nobody can accuse the hon. Ministers of having deliberately done a thing so that accidents may occur.

Therefore, I do not see any useful purpose being served in giving my consent to this adjournment motion.

Shri Braj Raj Singh: One point remains. The person who was supposed to secure the door was at the other end of the compartment. He perhaps thinks that the daughter of late Shri Rama Rao should have secured the door. Is it the responsibility of the other passengers or is it the duty of the man who is supposed to be there? He should be there to do it. When he did not do it, it is the direct responsibility of the railway.

Shri Jagjivan Ram: I am afraid the hon. Member is imputing to me something which I did not mean. I never meant that it was the duty of the daughter to close the door. What I have stated is that she was not sure whether, when she left her father, the door was closed or not. I am stating a factual position as given by her.

Dr. Vijay Ananda (Visakhapatnam): May I ask a question? Were the other passengers in the compartment asked to give evidence as to how exactly it happened?

Shri Jagjivan Ram: I am afraid the Maharajkumar does not know that it was a third class sleeper coach. It

[Shri Jagjivan Ram]

was not an ordinary compartment. There were other berths. This was something like a coupe which was occupied by Shri Rama Rao, his daughter, a nurse and one journalist friend. There might have been passengers in the other berths, but it is not very easy for other passengers in those berths to see what is happening in this berth. It is just a coupe type of third class sleeper coach. (*Interruptions*).

Some Hon. Members *rose*—

Mr. Speaker: Order, order. In view of what has been stated, I do not think any useful purpose will be served by interrupting the proceedings of the House and giving consent to this adjournment motion.

Shri H. N. Mukerjee (Calcutta-Central): In regard to this matter of alarm chains being put out of commission on account of a very large number of cases where the practice was abused, I want to find out from the Ministry about one thing. There is a penal provision; if one pulls an alarm chain without any reason, one is liable to punishment. We have found from answers to questions in this House that a large number of people have been held up for having pulled alarm chains, but most of them have been let off without punishment. If the Railway Administration does not wish to enforce the penal provisions in regard to the abuse of the practice of pulling alarm chains, would honest, *bona fide* passengers, who might be in need of pulling the chain, be penalised only because the Railway Administration is not behaving properly? This is a matter which is coming up fairly repeatedly in this House, but somehow or other the Ministry does not give satisfaction.

Mr. Speaker: He wants to know if any effective steps have been taken to punish those who pull the alarm chains without reason.

Shri Jagjivan Ram: The House is aware that we came before it for enhancement of the punishment for alarm chain pulling. But as you know, the punishment is not in the hands of the railways. The case has to be tried by a Magistrate and the punishment is to be awarded by the Magistrate. It is not in the hands of the Railway Administration.

Again, another difficulty—we should not forget the conditions—comes that when a chain is pulled, the train is stopped and the guard goes to the compartment, nobody is prepared to say who has pulled the chain. We should not forget the conditions in which we are moving. I will request Shri H. N. Mukerjee to realise the condition, what it is. We cannot think in a vacuum; we have to think of the social conditions in which we are existing.

Shri Anthony Pillai: Surely there would be fingerprints on the alarm chain, and on the basis of that there could be identification.

Mr. Speaker: All that will be done. Any suggestions maybe passed on to the hon. Minister from time to time.

In view of the statement that has been made, no useful purpose will be served in interrupting the proceedings of the House. I am not giving my consent.

Alleged Mishap at Rudrasagar Oil-Well

Mr. Speaker: Shri Braj Raj Singh and a few others have tabled an adjournment motion regarding the following matter:

> "The cement wall of the Oil well at Rudrasagar having caved in, abandoning of the exploration of oil in that field resulting in an aggregate loss of Rs. 30 lakhs. This has occurred due to the negligence in erecting the said cement wall. The mishap has affected the morale of the people engaged in oil exploration in that region and it may also affect the original time scheduled in the region."

This is what we find in the morning newspapers in broad headlines.

Shri Braj Raj Singh: Could I make a submission?

Mr. Speaker: Has he got anything to say apart from what he read in the newspapers?

Shri Braj Raj Singh: We were very glad when the hon. Minister announced the finding of oil in this well as a new year gift. Now it transpires from the news which we have read that due to the negligence of the people there, the Oil and Natural Gas Commission people, the wall has caved in, and we have incurred a loss of more than Rs. 30 lakhs; also, the morale of the people who are engaged in that exploration work has broken down.

Mr. Speaker: I agree. The hon. Member is only stating once again all that has been put down in the adjournment motion. I read out every item that he is saying. If in addition he has got any information, apart from what we find in the newspapers, I wanted him to say.

The hon. Minister.

The Minister of Mines and Oil (Shri K. D. Malaviya): This paper which claims to be a very responsible one, and I am told has a very highly organised unit of services, must have its own sources of information. When I read this news in the morning paper, I was myself surprised. Since then I have been trying to contact the various places from which I can get this information, more especially because front page and biggest types create an impression on the minds of men, and also of responsible men, that such a thing could perhaps happen. Till 15 minutes back, I was not able to get any authentic information. From the headquarters I got the news that there is no such news available to them. Then I tried to contact Calcutta. From there also I learnt that nothing like that could happen. Then I contacted Sibsagar. Just now, while I was sitting here, I got one news, which I would like to read:

> "With great difficulty, a talk on telephone with Dr. Chandra at Sibsagar could be had. All that we could hear is that the Press report is absolutely baseless, and spudding of second well in Rudrasagar area will most probably commence on 17th March, 1961."

It is possible that in spite of this news, something might have happened as a result of earthquake or some major mistakes committed by our people. So, I will request you to wait till tomorrow, before I make an authoritative statement.

Mr. Speaker: Very well. This will stand over. I will treat this as a Calling Attention Notice, and the hon. Minister will make a statement tomorrow. That will be better. Anyhow, he is not sure as to whether the information is absolutely, fully unfounded.

Shri K. D. Malaviya: I want to be doubly sure, that is all.

Shri Braj Raj Singh: We shall all be happy if it is not true.

Mr. Speaker: The hon. Minister will also try to find out from the newspaper wherefrom they got the news, and who is the special correspondent.

Shri K. D. Malaviya: I know all that. I have my own views about these matters, but I want to be factual.

12.25 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

COMPLAINTS FROM INDIAN CITIZENS IN ADDIS ABABA

Shri A. M. Tariq (Jammu and Kashmir): Under Rule 197, I beg to

[Shri A. M. Tariq]

call the attention of the Prime Minister to the following matter of urgent public importance and I request that he may make a statement thereon:

> "The reported complaints from Indian citizens regarding the conduct of the Indian Embassy in Addis Ababa during the recent troubles there."

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): A joint petition signed by about 200 Lndian nationals including teachers, doctors, office employees, business-men, etc., was received by Government alleging that the Embassy failed to render any assistance to the distressed Indian nationals while other foreign Mission had taken adequate steps to protect their nationals and had looked after their interests. The Ambassador's attention was immediately drawn to these complaints, and according to the report received from the Embassy, it appears that the Indian Embassy did all that was possible within its resources in the then existing circumstances. The abortive *coup d'etat* was extermely well planned as far as its secrecy was concerned. No Embassy had any previous information about its occurrence and, therefore, there was no question of our Embassy warning Indian nationals of any possible trouble. As a result of firing, there were three instances of damage to property owned by Indians, of which two were very minor. The only sizable loss was incurred in a case where an unoccupied house was shattered by a shell. Our Embassy is helping the Indians concerned in pursuing their claims with the Ethopian authorities. Among the Indan nationals, there was no casualty, either dead or injured.

It has been reported that consideration was given by the Embassy on the morning of the 15th December, as to what could be done for the protection of Indian nationals. The Embassy considered the question of evacuation of nealy 1,400 Indian nationals and bringing them into the Embassy premises. This was, however not found feasible owing to the lack of facilities available in the Embassy to accommodate such a large number of Indian nationals; the impracticability of transporting 1,400 Indian nations; and the topographical fact that the Embassy itself is located in a vulnerable area. Subsequent events, according to our Embassy, showed that the Piazza area where the bulk of Indian nationals were residing was left untouched by fighting.

The allegation made in the petition signed by Indian nationals that they were not given any shelter by the Indian Embassy is not correct. Two Indian teachers while passing in front of the Embassy had asked the gateman to allow them inside the Embassy on the morning of December 16, but the gateman, contrary to the instructions issued to him, refused to let them in. The gateman has been reprimanded.

After the incident, the Ambassador and other Officers went round the town and spent some time with the members of the community. It was not possible for them to visit every home due to the fact that many streets in Addis Ababa have no names and houses no numbers.

Shri A. M. Tariq: I would like to know if even after the Government of India received some memorandum, letters were published in the Indian and foreign press against the working of our Embassy at that time. May I know from the hon. Deputy Minister whether any press note was issued in contradiction of this news, because it gives a bad name to the Embassy of our country?

Shrimati Lakshmi Menon: No press note was issued, and we did not think it was necessary to issue when the allegations made in the memorandum itself were not true.

Shri Sadhan Gupta (Calcutta—East): It appears from a letter by some of the aggrieved persons in The Statesman that while other foreign

Embassies gave timely warning that something was going to happen, our Embassy did not. May I know whether any enquiry has been made into this allegation, and whether it has been ascertained whether other foreign Embassies warned their nationals, while our Embassay failed and if so, why?

Shrimati Lakshmi Menon: In the statement I have stated that there was no warning. No Embassy could give any warning, because nobody know that the *coup d' etat* was going to take place. All that happened was that the people who have submitted the memorandum have enclosed a letter by the American Ambassador to his nationals saying that he would like to notify if any such events took place in future. In the meantime he gave them the assurance that the Embassy was there to protect them. That is all that had happened, that is all that was brought to our notice.

Shri A. M. Tariq: May I seek a clarification from the hon. Deputy Minister? May I know whether those Indians who had signed this compaint and sent it to the Ministry were informed by the Ministry that their complaint was not correct, or that they were not taking action on it?

Shrimati Lakshmi Menon: Certainly it was done.

12.29 hrs.

PAPERS LAID ON THE TABLE

ORISSA APPROPRIATION ORDINANCE, 1961

AND

PRESIDENT'S ORDER WITHDRAWING THE ORISSA APPROPRIATION ORDINANCE

The Minister of State in the Ministry of Home Affairs (Shri Datar): Sir, I beg to lay on the Table, under Article 213(2)(a) of the Constitution read with clause (c)(iv) of the Proclamation dated the 25th February, 161, issued by the President in relation to the State of Orissa—

(1) a copy of the Orissa Appropriation Ordinance, 1961 (Orissa Ordinance No. 3 of 1961) promulgated by the Governor of Orissa on the 23rd February, 1961. [*Placed in Library, See No. LT-2725/61*].

(2) a copy of the President's Order dated the 10th March, 1961 published in Notification No. G.S.R. 343 dated the 10th March, 1961, withdrawing the Orissa Appropriation Ordinance, 1961. [*Placed in Library, See No.* LT-2726/61].

NOTIFICATIONS ISSUED UNDER KHADI AND VILLAGE INDUSTRIES COMMISSION ACT AND ESSENTIAL COMMODITIES ACT

The Minister of Industry (Shri Manubhai Shah): I beg to lay on the Table a copy of each of the following Notifications:

(i) The Khadi and Village Industries Commission (Amendment) Rules, 1961 published in Notification No. G.S.R. 255 dated the 4th March, 1961, under sub-section (3) of Section 26 of the Khadi and Village Industries Commission Act, 1956. [*Placed in Library, See No.* LT-2727/61].

(ii) The Woollen Textiles (Production and Distribution) (Control) (Amendment) Order, 1961 published in Notification No.S.O. 426 dated the 25th February, 1961, under sub-section (6) of Section 3 of the Essential Commodities Act, 1955. [*Placed in Library, See No.* LT-2728/61].

ESTIMATES COMMITTEE

HUNDRED AND EIGHTH REPORT

Shri Dasappa (Bangalore): I beg to present the Hundred and Eighth Re-

[Shri Dasappa]

port of the Estimates Committee on Action taken by Government on the recommendations contained in the Forty-seventh Report of the Estimates Committee (Second Lok Sabha) on the Ministry of Finance (Department of Economic Affairs)—National Savings Organisation.

PUBLIC ACCOUNTS COMMITTEE

THIRTY-FOURTH REPORT

Dr. Samantsinhar (Bhubaneshwar): Sir, on behalf of the Public Accounts Committee and its Chairman, Shri Barman, I beg to present the Thirty-fourth Report of the Public Accounts Committee (1960-61) on the Appropriation Accounts (Civil), 1958-59 and Audit Report (Civil), 1960.

ELECTION TO COMMITTEE

JOINT COMMITTEE ON OFFICES OF PROFIT

Shri C. R. Pattabhi Raman (Kumbakonam): Sir, I beg to move

"That the members of this House do proceed to elect in the manner required by sub-rule (3) of Rule 254 of the Rules of Procedure and Conduct of Business in Lok Sabha read with the resolution regarding the constitution of the Joint Committee on Offices of Profit, adopted by Lok Sabha on the 3rd August, 1959, one member from among themselves to serve as a member of the said Joint Committee for the unexpired portion of the term *vice* Shri Satyendra Narayan Sinha resigned from Lok Sabha."

Mr. Speaker: The question is:

"That the members of this House do proceed to elect in the manner required by sub-rule (3) of Rule 254 of the Rules of Procedure and Conduct of Business in Lok Sabha read with the resolution regarding the constitution of the Joint Committee on Offices of Profit, adopted by Lok Sabha on the 3rd August, 1959, one member from among themselves to serve as a member of the said Joint Committee for the unexpired portion of the term *vice* Shri Satyendra Narayan Sinha resigned from Lok Sabha."

The motion was adopted.

ORISSA APPROPRIATION BILL*

The Deputy Minister of Finance (Shri B. R Bhagat): Sir, on behalf of Shri Morarji Desai I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the State of Orissa for the services of the financial year 1960-61.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the State of Orissa for the services of the financial year 1960-61."

The motion was adopted.

Shri B. R. Bhagat: Sir, I introduced† the Bill.

12.32 hrs.

BUSINESS ADVISORY COMMITTEE

SIXTY-SECOND REPORT

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, I beg to move:

"That this House agrees with the Sixty-second Report of the Business Advisory Committee presented to the House on the 10th March, 1961."

*Published in the Gazette of India Extraordinary Part II—Section 2, dated 13-3-1961.

†Introduced with the recommendation of the President.

Mr. Speaker: The question is:

"That this House agree with the Sixty-second Report of the Business Advisory Committee presented to the House on the 10th March, 1961."

The motion was adopted.

12.33 hrs.

DEMANDS FOR GRANTS*

(RAILWAYS), 1961-62—*contd.*

Mr. Speaker The House will now resume further discussion and voting on Demand for Grant No. 1 in respect of the Budget (Railways) for 1961-62.

The total time allotted is 6 hours out of which 4 hours and 15 minutes have already been taken leaving 1 hour and 45 minutes. Shri Harish Chandra Mathur may kindly continue his speech. The time taken by him already is 11 minutes. Before he begins, I would like to know how much time the hon. Minister would like to take to reply to the debate.

The Deputy Minister of Railways (Shri Shahnawaz Khan): Forty-five minutes to one hour, Sir.

Shri Tangamani (Madurai): Sir, he will get another opportunity afterwards.

Mr. Speaker: We have separated Demand No. 1 from the other Demands. Let the hon. Minister answer the points that have been raised with respect to Demand No. 1. When we go to the other items, he will have a right of reply also. Out of 1 hour and 45 minutes left, let him take 45 minutes.

Let me see how many hon. Members want to speak. I think there are 8 Members. I find Shri Sharma. I would not ignore him at all.

May I request the hon. Members to speak only for 10 minutes each? We can accommodate 6 members.

Shri Indrajit Gupta (Calcutta—South-West): Sir, you were pleased to say that those who have already spoken on the general discussion may not speak now.

Mr. Speaker: How many have spoken during the general discussion?

Shri Indrajit Gupta: Shri Sharma has already spoken.

Mr. Speaker: Has Shri Sharma already spoken?

Shri D. C. Sharma (Gurdaspur) I have not spoken, Sir.

Ch. Ranbir Singh (Rohtak): I have also not spoken, Sir.

Shri D. C. Sharma: I think my name is on the list, Sir.

Mr. Speaker: The hon. Member's name is in my mind.

Shri D. C. Sharma: I want it on the list, Sir.

Mr. Speaker: I do not have a list here. Shri Mathur.

Shri Harish Chandra Mathur (Pali): Mr. Speaker, Sir, I felt called upon to offer some criticisms regarding transport performance, particularly transport of freight on the railways. Since I made my observations I have had further information on this subject. I find that it is not only coal but steel and food also are not being moved properly. The movement is slow. When we are discussing the whole matter, we have to take special note of the fact that in this House we have all the time been criticising the very slow production of coal. And, now, what we find is that even with this depleted production it is not possible for the railways to move.

I also found that a good number of mills in Ahmedabad and other places, good running mills, had to be closed because coal could not be supplied to those mills.

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*Moved with the recommendation of the President.

[Shri Harish Chandra Mathur]

12.37 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

The discloses an extremely sorry state of affairs. The World Bank which has always given great moral as well as material support to the railways has found it necessary to send out a team to this country, not to examine any projects for being taken up but only to examine the bottlenecks in the movement of freight on our railways. This discloses a very alarming state of circumstances. It is really surprising that the World Bank sitting at such a distance should have felt so concerned over this. I think it is really the duty of Parliament to probe into this matter, to appoint a sort of Parliamentary Commission to go into the entire pattern. The World Bank which has been helping us has found it necessary to send out a team of experts. I see they have sent out the Canadian experts on steel and another expert on coal. They just want to come here and examine how our collieries are functioning, why there has been accumulation at the pit-heads and why is has not been moved properly.

Shri Tyagi (Dehra Dun): Is that the purpose of their enquiry?

Shri Harish Chandra Mathur: As a matter of fact, it has been given in very bold headlines in yesterday's papers. They have made it absolutely clear that they are coming down this time not to examine any new project which is to be taken over by the railways but to examine the weak spots of the railway administration, particularly regarding the movement of freight. It is why the Canadian Government have lent their 8 special engineers; and they have got somebody from the coal mines.

I have always a good word for the World Bank. They have been extremely helpful to us. I quite realise that even in the Finance Minister's Budget speech a special reference has been made to the World Bank. But this is rather too much for me to swallow. It is primarily our function. In view of the state of affairs that has been disclosed, I urge upon you, as the Speaker of this House, to appoint a Parliamentary Commission to go into the entire matter.

The statement made either by the Minister of Railways or by the Minister of Steel, Mines and Fuel has not satisfied anybody in this House or outside, in this country. We find there have been very serious bottle-necks and the whole matter should be gone into.

In this report we read today certain facts which have been placed before the country; and I would like a straight answer from the hon. Minister of Railways.

The first is that they did not provide open wagons, which made the movement of coal extremely difficult. This is a very simple thing Where they have not got wagon troubles they must provide open wagons. I do not know what the position is.

Another point made is that they have got 100 electric locomotives remaining idle for months together. What a terrible loss it must have caused to the country! We do not know whether it is a fact that even today only a partial use is being made of them. This discloses another serious matter.

Then, Sir, the third point which has been raised is that the production programme of wagons was slowed down. This House wants to know due to what reason this production programme was slowed down. Was it done because of the low ebb in our economy, or because of certain planning in the Railway Ministry itself, or on the recommendation of the Ministry of Commerce and Industry or the Ministry of Steel, Mines and Fuel, or was it because of non-availability of raw materials? We are entitled to know this.

Another thing which has been brought to my notice is that there has been a certain amount of difficulty because the Ministry of Steel, Mines and Fuel did not indicate clearly to the Railway Ministry the area from where they wanted the coal to be lifted. They told in the first instance, for example, that the entire coal was to be lifted from a particular area, say area A. Later on they changed their idoa and said that the coal was not to be lifted from area A but from area B. That puts the Railways in an embrassing situation and creates all sorts of difficulties. They could not have switched on their arrangements from one area to the other area. May I know whether this is a fact?

Sir, these are four or five questions for which I want straight answers from the Railway Minister. I urge upon you, Sir, to appoint a parliamentary enquiry commission to go into this matter. If this Parliament is to give substance to democracy, if this Parliament is to keep the administrative machinery on its toes, then such parliamentary enquiry commissions are absolutely necessary.

Having said that, I will pass on to the constitution of the Railway Board. A question was raised that members of the Railway Board stay in their offices for too short a time, say for a year or two, before which they are transferred or they have to retire. I myself have a very strong feeling on the subject. A few months back I had asked for certain information from the Railway Board. That information was supplied to me. From that information I find that all this has been done in an unexceptionalable manner and according to the rules and regulations. The promotions and transfers were all done in accordance with the rules and regulations. Still the fact remains that the members of the Railway Board stay in their respective offices only for a short while and not for the full tenure of office—I think there is a prescribed tenure and it is about four years. I wish the Railway Minister examines this matter and he so regulates the promotions to the Railway Board that the members of the Railway Board stay on the Board for their full term. It is quite another thing that the members of the Railway Board may be persons of character, conscience and calibre, but if they stay in their respective posts for their full tenure it will instil in them a very strong sense of responsibility and duty for which they will be explainable. In that case they will have to do a much more better and proper planning than what they are doing now. I think this point will be considered by the hon. Minister.

Then, Sir, I would like to point out another weakness in the administration and that is about their inspection and supervision branch. The inspection and supervision is extremely weak. We take all the substance from the inspection done by the Senior Inspector of Railways. Of course, that inspection is being carried on by the Senior Inspector of Railways. But nobody seems to bother about it, nobody cares about it. That inspection is relegated to a secondary position because of the attitude of the Railway Board. There is not much of supervision and inspection by even those offices who are in the administration. I think the Railway Board should pay greater attention to this.

Shr Shahnawaz Khan: May I know what particular aspects of inspection the hon. Member is referring to?

Shri Harish Chandra Mathur: If I try to go into the details I will be able to convince my hon. friend. What is going on here in your Railway Manager's offices? It is absolutely a *"babu rai"* that is going on. One may write a letter and get a good reply according to the rules and regulations. But if the officers go and inspect things on the spot and find out how the work is carried on, they will find that there are many lapses and other things. The same is the case on the field work or the engineering side of the work. The people meant for inspection and supervision have got to be streamlined. They must be made to feel their

[Shri Harish Chandra Mathur]

responsibility. They must take steps on the spot. What happens is, the officers concerned also do not feel the confidence to carry out their responsibility. There are intelligent officers, very good officers and capable officers. But they shirk taking responsibility and initiative. They never like to take any disciplinary action, because they know that disciplinary action means endless trouble for them. The Railway Board should be able to instil confidence in the minds of the officers. They must give all support to the officers if they take any disciplinary action on the spot The officers must be given all powers for disciplinary action on the spot. They must also be given powres for rewarding good work.

Another weakness is in the personnel branch. The personnel branch is extremely poor. What happens at the present moment is, anybody who is not wanted anywhere else is shunted on to the personnel branch. I think the personnel branch must be very efficient. There is absolutely no human touch now. They do not know how to realise the difficulties of the staff. They must be able to instil a sort of confidence in the minds of the staff that whatever representation or complaint is made will receive the fullest and most sympathetic consideration. The staff must feel that there will be a speedy disposal of their representations or complaints. Now representations are kept pending endlessly for months and years together. The natural result is demoralisation of the staff. Most of the members of the staff are all the time worried only about their personal matters. They are not able to put in that spirit in their work which they would have otherwise put if only they were sure that their complaints would be heard quickly. There are the Whitely Councils and all that. I think the Railway Board should immediately think of having certain organisations and see that specialised training is given to the people who are put in the personnel branch. Even in the high standard commercial concerns they give such special training which results in considerable efficiency and economy.

I will only briefly touch on one more point and that is about the end price of coal. I do not know whether the Railways are considering this very important question, the rationalisation of price of coal, which is of very great importance and significance for the development of backward areas and for the development of underdeveloped areas. I should like to know whether the Railways have given as yet any consideration to this question. I strongly urge upon the Railway Administration, in consultation with the Ministry of Steel, Mines and Fuel, to give proper thought to this matter. I do not want any uneconomic development in the country. I do not want big factories to be started in far removed areas and the Railways should subsidise them. But certain rationalisation is definitely called for. If they cannot do that, I would urge upon them to take into consideration at least, the medium and small-scale industries. At least their demands should be met and supplies should be made to them at a subsidised rate.

Shri Anthony Pillai (Madras North): Mr. Deputy-Speaker, Sir, the Ministry of Railways has from year to year come forward to claim that it has been performing better than in the past. There was a famous psychiatrist in the thirties—Dr. Coue —who thought that by auto-suggestion things would improve The Railway Ministry also practices the same type of auto-suggestion when it comes up every year to claim that it has been working better than in the past.

But, Sir, every Ministry is expected to work better and better under a planned economy, and the mere point that it has been working better than last year is no proper criterion, in my opinion.

There is also a false sense of achievement found in the Minister's statement when he says that we must gauge the actual performance by the target set under the Second Five Year Plan, as though it is most improper or it is not permissible to improve upon what has been set. In any case, I do not think that even the target that has been set has been achieved. I dare say that there are some good achievements to the credit of the Ministry. While, for instance, the original estimate of the foreign exchange component of the Second Railway Plan was Rs. 425 crores, the actual amount spent was very much less, namely, the sum of Rs. 332 crores.

But I would like to have an estimate of how much the country has lost as a result of delays and inefficiency on the part of the railways. If such an assessment is made it will be found that the amount that the country has lost eventually would be enormous.

Let us take, for instance, certain simple items like the movement of fertilisers. I know one or two factories in the south which have been unable to move the fertilisers that they manufacture; and the fertilisers that have been packed, have to be emptied and then repacked merely beause the wagons that have been allotted to them failed to turn up. The amount of food production that has been lost as a result of the failure of movement of fertilisers must be considerable.

Let us take again another matter. The Madras port was asked to spend something like a crore of rupees on mechanising the handling of ore, and it was estimated that as a result of such mechanisation and as a result of an expenditure of Rs. 1 crore, the Madras port would be able to handle an export of two million tons of iron ore through that port. I was one of the members who was appointed to devise an incentive scheme so that the target of two million tons may be reached. Though this committee has been sitting for the last six months, there has been no increased haulage of ore by the Railways for us to make an assessment whatsoever. If, by the side of this claim that the Ministry has been able to save ninety crores of foreign exchange in implementing the Plan, the amount of foreign exchange that has been lost as a result of the failure to move ores to the ports for export is considered, then there will be a proper picture of the achievements of the railways.

Then again, there should be another estimate of the amount of industrial production that has been lost as a result of the failure to develop suburban lines. In Madras city, the entire development is proceeding apace, in north Madras, where there are no convenient suburban trains. The net result is that the engineering firms lose a lot of production through the loss of man-hours on account of the long delays of the existing suburban trains which do not carry all the workers employed in the factories which cannot also start fully-manned night-shifts.

Shri Shahnawaz Khan: The road transport is so well organised there.

Shri Anthony Pillai: It is not organised enough to carry all the industrial workers. You cannot carry several thousands of industrial workers by the road transport. You can carry only a small number. When the industrial workers number several thousands, they cannot be carried by road transport; they can be carried only by suburban trains. In any case, the idea of building factories along the railway line would serve no purpose, if suburban train facilities are not provided.

Shri S. V. Ramaswamy: We propose to double the line up to Ennore.

Shri Anthony Pillai: Yes; we have heard of it for the last five years but so far nothing has been achieved.

Shri S. V. Ramaswamy: It is included in the 1961-62 programme.

Shri Anthony Pillai: For the last four years, we have been hearing of the electrification of the Tambaram-Villupuram line and the doubling of the line up to Ennore. But it is in the receding future.

I would also like to mention that there was a proposal to provide a mixed gauge so that the suburban line from Tambaram would be taken up to Ennore. I do not know what has happened to this proposal. It is my impression that the Ministry carries on a dog-in-the-manager policy. They claim that they have been compelled to transport coal at great loss, though the actual cost is 3·80 naye paise per ton mile on the broad gauge and 5·79 naye paise on the metre gauge. The freight rate is only 3·33 naye paise on the broad gauge, and on the metre gauge.

Despite the fact that the railways run at a loss in the matter of transport of coal, there is a great deal of reluctance on the part of the Railway authorities to allow this coal to be transported by coastal vessels. There is no point or purpose in trying to follow a dog-in-the-manger policy of insisting that the railways must transport coal even if it be a loss, though coastal shipping services can be developed and the coastal services can be utilised for the transport of such coal. The coal handling capacity of the Madras port has not been utilised in this respect though such a capacity has been built up at a fairly enormous cost.

There has been a general grievance about the train services in the south or the railway services in the south being neglected. I would like particularly to point to the failure to carry out an agreed programme. The failure to carry out expeditiously the doubling of the track from Bezwada to Madras has delayed the transport of ores, which I mentioned earlier.

Shri T. B. Vittal Rao (Khammam): Absolutely correct.

Shri Anthony Pillai: There are false economies practised by the railways. A statement was made in this House that as far as the operational staff is concerned there has been no restriction or delay in filling up vacancies, and that only with regard to the clerical services there may be some mental reservations in filling them up. But this not true. For instance, in the old S.I.R. running staff at Villupuram, a large number of vacancies of firemen and drivers have not been filled up, and as a result, the employees lose the leave to their credit, and are punished in many other ways. There has been far too much emphasis, not on eliciting the co-operation of the workers, but on trying to force them to work by threats and other measures.

I am all for doing everything possible to see that there is no wastage of coal. But far from trying to elicit the co-operation of the workers by paying some bonus where coal is saved, the Railway Ministry thinks that the emphasis should be on penalties being imposed like the stoppage of increments, fines, and so forth.

Again, I would like to criticise the whole approach of the Ministry with regard to eliciting the workers' co-operation. Very frequently we hear on the floor of this House that the Integral Coach Factory has been doing very well. I do not say that the achievement has not been considerable. But I would like to refer to a peculiar episode which highlights the entire mentality of the Railway Ministry in its approach to labour. There was a function for the thousandth coach that was manufactured by the Integral Coach Factory, and the Deputy Minister was also there on that occassion. I was also present on that occasion. There was a lot of commotion amongst the labour. At that function and everyone of the speakers spoke in English about the achievements of the Integral Coach Factory. Not one—not even the Deputy Minister of Railways, Shri S.

V. Ramaswamy, who comes from Tamilnad—had the courtesy to speak to the workers in Tamil and pat them on their back for the achievement that has been secured in the Integral Coach Factory. If the whole emphasis is that the Railway Minister and the top officials,—the Railway Board,—are the people who are responsible for any improvement in the railways, and if there is no reference to or acknowledgement of the extent the workers are responsible for the improvement, then the Ministry they surely cannot expect to get the co-operation of the workers.

I would again like to point out that though we have heard sweet words here about the railways being very kind to their staff and so forth and that everything is being done to attempt to elicit their co-operation, industrial relations are both unscientific and illogical in the railways. There is no attempt to process the grievances through a recognised union. There has been during all these last 12 years an attempt to foist on the workers an unrepresentative union, which has an ideological linkage with the Congress Party, with the net result that genuine representatives of the workers are denied approach for the redressal of workers' grievances. The personnel department of the Railway Ministry is a limbo for relegation of all inefficient officers. That is because of the entire approach of the Ministry; it is not to negotiate in good faith with the employees union. Whether it is the factory at Chittaranjan or the Integral Coach Factory at Perambur, we can get far better results, if there is a better personnel policy. There are beuracratic delays with regard to the installation of incentive schemes. I believe the Integral Coach Factory would do far better, if there is no bureaucratic delay with regard to the implementation of the incentive schemes. Though the Second Pay Commission's report was out long ago, up till now there has been no decision with regard to whether the incentive bonus should be related to the revised basic pay. If these delays are avoided, there will be greater co-operation on the part of the workers.

13. hrs.

In the matter of the railways strike, the correct attitude is, let us forget the past and get on with the future. Though by slow degrees some of the dismissals are being reverted, there is no attempt at formulating a logical attitude. If you want to forget the past, then the sooner it is forgotten the better. Why should there be this delay of 9 months with regard to the processing of cases as to whether a man should stand dismissed or should be reinstated. If the railways can really do without these men, it would mean that the railways are overstaffed. But I do not think so. It only means that they are not worried about operational efficiency.

With regard to railway catering, there has been a lot of criticism. It is not that the prices charged now are less than what they were before. At Puri railway station, the price that is charged is Rs. 2 per meal whereas the contractors charged Rs. 1·50. I can cite several other instances. In spite of the fact that the railway passenger is required to pay more than what he was paying to the contractors, it is surprising that the catering service should be run at a loss. Apart from that, there is one other matter. This is not due to the wages that are being paid to the workers. If we take the proportion and the number of casual or temporary hands in the catering service, it will be found that it is enormous, and these employees who are in the railway catering work are only paid Rs. 1.25 a day. Therefore the amount that is being spent on wages to the decasualised workers in the railway catering service is not very much. Despite that, there is loss. That only shows the relative inefficiency of the department in running the catering service and it requires immediate attention.

श्री राधामोहन सिंह (बलिया) : उपाध्यक्ष महोदय, मैं आपका बहुत अनुगृहीत हूं कि आपने मुझे बोलने का अवसर दिया है । इसमें कोई सन्देह नहीं है कि रेलों ने पिछले कुछ सालों में चतुर्मुखी प्रगति की है और काफी उन्नति के काम किए हैं और हर क्षेत्र में यह उन्नति और दृष्टिगोचर होती है । फिर भी बहुत सी बातें हैं जिन के बारे में सुधार करना बाकी है और उनकी तरफ भी रेलवे प्रशासन का ध्यान जाना चाहिये। मैं कुछ बातें आपके सामने रखना चाहता हूं और आशा करता हूं कि उनकी तरफ ध्यान दिया जाएगा ।

सब से पहली बात तो मैं यह कहना चाहता हूं कि यहां पर बराबर घोषणायें की जाती है कि जो बेसिक निमेमेटीज है, उनको प्रोवाइड किया जाएगा । बावजूद एलानों के देखने में आता है कि पूर्वोत्तर रेलवे के बहुत से स्टेशनों पर न बैठने का इंतिजाम है, न प्लेटफार्म है, न पानी का इंतिजाम है और न ही लैट्रिस का इंतिजाम है । ऐसे ही दो तीन स्टेशनों के बारे में मैं ने कई बार लिखा है लेकिन अभी तक कुछ भी नहीं किया गया है । इस सदन में बहुत से मैम्बर जो रेलवे बजट पर वाद-विवाद के समय भाषण करते हैं, कई बातें कहते हैं, माननीय मंत्री महोदय तथा अधिकारी वर्ग उनको सुनते हैं, लेकिन हम को पता नहीं चलता है कि जो कुछ हमने कहा है उस पर कोई एक्शन भी लिया गया है या नहीं लिया गया है । उन बातों की तरफ ध्यान दिया जाना चाहिये और अगर कुछ आप कर सकते हैं तो किया जाना चाहिये और अगर नहीं कर सकते हैं तो कम से कम उन मैम्बरों को इसकी इत्तिला तो देने की कृपा की जाए कि आप कुछ नहीं कर सकते हैं । मैं तो कहूंगा कि हमको यह बताया जाए कि हमारे सुझावों पर क्या एक्शन लिया गया है और अगर ऐसा नहीं किया जाता है तो हमारा कहा सब कुछ निरर्थक सिद्ध होता है, व्यर्थ ही जाता है, क्या ऐसा माना जाए ? मैं आशा करता हूं कि जो कुछ भी माननीय सदस्य कहते हैं उनकी बातों पर क्या एक्शन लिया गया है, इसका पूरा विवरण उनको बतलाने की कृपा की जाएगी ।

बलिया के स्टेशन के पास ही एक सागरपाली का स्टेशन है । बलिया के स्टेशन पर बहुत से उन्नति के कार्य हुए हैं और वह एक माडर्न स्टेशन हो गया है । लेकिन यह जो सागरपाली का स्टेशन है, उस पर न तो रोशनी का कोई इंतिजाम है, न प्लेटफार्म है न ही अन्य सुविधायें है । बहुत सी ट्रेंन वहां आम करती हैं और हमेशा ही खतरा बना रहता है । मैं चाहता हूं कि इसकी ओर आप ध्यान दें और इस स्टेशन पर वे सब एमेनिटीज प्रोवाइड करने का प्रयत्न करें ।

पास में सुरेमनपुर नाम का एक स्टेशन है जिसकी लाइन छः बरस हुए घाघरा नदी से कट गई थी और उसके स्थान पर नई लाइन बन गई है । अभी तक पता नहीं चला कि सूरेमनपुर से पूर्व की तरफ जो लाइन है और जो कि अभी इन-टैक्ट है उसका आप प्रयोग करना चाहते हैं या नहीं । उसका बड़ी आसानी से प्रयोग हो सकता है और उसको प्रयोग में लाने की कोशिश की जाने चाहिये । वहां पर, उस स्टेशन पर वेटिंग रूम है और दूसरे जो आसाइश के सामान है वे सभी मौजूद है । स्टेशन के पश्चिम की तरफ से लाइन बनाई जाए जिससे पुरानी जो लाइन है, वह भी प्रयोग में आ सकती है और तमाम जो स्टेशन हैं और दूसरी चीजें हैं, क्वाटर इत्यादि हैं वे काम में आ सकते हैं । मैं आशा करता हूं कि माननीय मंत्री जी का ध्यान इधर जाएगा और इसको प्रयोग में

अगर लाया जा सकता है तो लाने का वह अवश्य प्रयत्न करेंगे ।

यहां पर बेसिक एमेनेटीज की बात कही जाती है । मैं चाहता हूं कि जिन जिन स्टेशनों पर इनका अभाव है, वहां पर इस अभाव को दूर करने की कोशिश की जानी चाहिये । यहां पर बराबर यह कहा जाता है और इस पर जोर दिया जाता है कि ब्रांच लाइनों की जो इस समय उपेक्षा हो रही है, वह नहीं होनी चाहिये । माननीय मंत्री जी की ओर से भी कहा जाता है कि इनकी उपेक्षा नहीं होगी । लेकिन उनके इस आश्वासन के बावजूद भी उनकी उपेक्षा की जाती है । ब्रांच लाइनों पर जो गाड़ियां चलती है, उनमें न तो डिब्बे अच्छे लगाये जाते है, न काफी लगाये जाते है और न वे समय पर ही चलाई जाती है । एक ऐसी ही लाइन बलिया से शाहगंज की है जिस की तरफ मैं माननीय मंत्री जी का ध्यान दिलाना चाहता हूं । यह सौ मील का ही टुकड़ा है और इसको तय करने में दस ग्यारह घंटे लग जाते है । मैं जानना चाहता हूं कि पिछले पचास बरसों में इन ब्रांच लाइनों पर क्या सुधार किया गया है और क्या प्रयत्न किया गया है जिससे जो समय ये आज लेती है, उससे कम में यात्रियों को पहुंचाया जा सके । इस गाड़ी की जो एवरेज स्पीड है वह ग्यारह मील फी घंटा ही है और कभी कभी तो वह घट कर नौ-दस मील ही रह जाती है । जब आप ब्रांच लाइनों पर किराया वही चार्ज करते है जो कि मेन लाइन पर करते है तो क्यों नहीं आप इसका भी प्रयत्न करते है कि इनकी स्पीड भी मेन लाइन पर चलने वाली आर्डिनरी गाड़ियों की स्पीड के बराबर हो और वही एमेनेटीज जो कि मेन लाइन वालों को प्रोवाइड करते है, इनके लिए भी प्रोवाइड की जाए । अगर ब्रांच लाइनों पर चलने वाली गाड़ियों की स्पीड को मेन लाइन पर चलने वाली आर्डिनरी गाड़ियों की स्पीड के बराबर नहीं किया जा सकता है तो आप यह लक्ष्य तो अपने सामने रख सकते हैं कि इनकी स्पीड कम से कम बीस मील प्रति घंटा हो । मैं आशा करता हूं कि इस ओर आप ध्यान देंगे ।

जहां तक ब्रांच लाइनों की उपेक्षा का सम्बन्ध है, वह हर रेलवे पर होती है, चाहे वह उत्तरी रेलवे हो, चाहे पूर्वी रेल और चाहे नार्थ ईस्टर्न रेलवे और चाहे कोई और रेलवे । लेकिन पूर्वोत्तर रेलवे जो है, वह शुरू से ही इस मानी में बदनाम है और वहां सब से अधिक उपेक्षा होती है । उसका स्तर आज भी ज्यों का त्यों ही बना हुआ है । आज भी आप नहीं कह सकते हैं कि कोई भी ट्रेन पूर्वोत्तर रेलवे की नार्दर्न या ईस्टर्न रेलवे के मुकाबले में बराबरी कर सकती है । मैं चाहता हूं कि आपका ध्यान उधर भी जाए । इस सदन में माननीय मंत्री जी की तरफ से बार बार इस तरह के आश्वासन दिए गए हैं कि पूर्वोत्तर रेलवे की तरफ ध्यान दिया जाएगा लेकिन मुझे खेद के साथ कहना पड़ता है कि उसका सेवा का स्तर जो २५-३० वर्ष पहले था, वही आज भी है ।

पूर्वोत्तर रेलवे में दो मेन लाइनस है लेकिन इन मेन लाइन्स में भी अन्तर किया जाता है । एक मेन लाइन तो वह है जो कानपुर से लखनऊ गोरखपुर, होते हुए कटिहार जाती है और इस लाइन पर कई गाड़ियां हैं जिन में एक्सप्रेस और मेल भी है । इस लाइन पर जो विशेष ध्यान दिया जाता है । लेकिन एक दूसरी लाइन भी है जो कि मेन लाइन है जो कटिहार, छपरा इलाहाबाद की है लेकिन इस पर कोई भी फास्ट या एक्सप्रेस या मेल ट्रेन नहीं है और इस लाइन का स्तर दूसरी लाइन से भी गया गुजरा है । नार्दर्न रेलवे

[श्री राधा मोहन सिंह]

में या पूर्वी रेलवे में यह देखने में आता है कि अगर दो लाइनें हैं तो दोनों पर या तो मेल चलती है या एक्सप्रेस चलती है, लेकिन छपरा से इलाहाबाद तक सन् १९१४ के पहले जो फास्ट पैसेन्जर चलती थी वह आज तक दुबारा नहीं चल सकी है, जबकि गोरखपुर और इलाहाबाद के बीच में भी एक्सप्रेस चला दी गई है । मैं मंत्री महोदय का ध्यान दिलाना चाहूंगा कि उन को इस पर विचार करना चाहिये और इस क्षेत्र के साथ जो एक सौतेली मां का सा बरताव चल रहा है उसे खत्म करना चाहिये ।

मैं ने पारसाल एक सुझाव दिया था परन्तु पता नहीं उस पर कोई गौर किया गया या नहीं । उत्तर भारत में जितनी भी लाइनें चलती हैं वे पूर्व से पश्चिम चलती हैं । मैंने निवेदन किया था कि समय आ गया है कि बिहार में, जहां बहुत सी खानें हैं और जहां उर्वरक का कारखाना बनाया जा रहा है, वहां से उत्तर प्रदेश के पूर्वी जिलों को, जो कि एक अभाव ग्रस्त और पिछड़ा प्रदेश है, एक लाइन जानी चाहिये । मैंने यह भी कहा था कि बिहार का जो आरा जिला है वहां से बक्सर से दक्षिण की तरफ कोई लाइन नहीं है । मैंने तो सुझाव दिया था कि अगर मुमकिन हो बक्सर होते हुए बलिया या दोहरीघाट तक लाइन बना दी जाये तो बहुत लाभ हो होगा । गोरखपुर का जो क्षेत्र है वहां से दोहरीघाट तक लाइन बनाने की और दोनों को मिलाने की मांग पच्चीसों वर्षों से हो रही है । अगर यह लाइन उत्तर और भारत की सीमा तक ले जाई जाय तो एक तो यह स्ट्रैटेजिक लाइन होगी और दूसरे जो अभावग्रस्त और पिछड़े हुए क्षेत्र हैं उन को आसानी से सारी आवश्यकता की चीजें पहुंच सकेंगी दक्षिण से । मैं समझता हूं कि इस के लिये बक्सर और दोहरीघाट पर पुल बनाने पड़ेंगे । पुलों के सम्बन्ध में जैसा माननीय मंत्री ने बतलाया था, उन के बनाने का विचार हो रहा है । मेरा निवेदन है कि अगर पटना और वाराणसी के बीच में कोई स्थान उपयुक्त है पुल के लिये तो वह बक्सर है बक्सर मेन लाइन पर है और इस से उत्तर प्रदेश के पूर्वी जिलों का बहुत काम चल सकता है । साथ ही अगर गोरखपुर और दोहरी घाट भी मिला दिये जाय तो एक बहुत ही उपयोगी लाइन हो सकती है । मैं निवेदन करना चाहूंगा कि इस ओर विशेष रूप से ध्यान दिया जाये । बक्सर का ऐतिहासिक स्थान है और गंगा २००० वर्षों से वहां अपनी जगह पर है । यह सम्भव नहीं है कि वह वहां से इधर उधर हट जाय । वहां पर गंगा का पाट भी बहुत तंग है । दोनों तरफ के किनारे भी बहुत मजबूत हैं जिस के कारण वह एक आदर्श स्थान है जहां पर पुल बनाया जा सकता है । मेरा खयाल यह भी है कि जितने भी पुल गंगा पर हैं उन में यह सब से कम कीमत वाला पुल होगा । इस लिये इस पर ध्यान दिया जाना आवश्यक है ।

रेलवे प्रशासन ने स्ट्राइक के दिनों में जिस तरह दृढ़ता और मुस्तैदी से काम किया, उस पर मैं उसे बधाई देना चाहता हूं, लेकिन साथ ही निवेदन करना चाहता हूं कि अभी थोड़े से कर्मचारी ऐसे हैं जिन के केस आप के सामने पेन्डिंग हैं । उन के साथ भी उदारता का बरताव होना चाहिये । स्ट्राइक अब खत्म हो गया है और आप ने हजारों व्यक्तियों को माफ कर दिया है इसलिये अगर उन लोगों ने कोई हिंसात्मक काम नहीं किया तो मैं समझता हूं कि उन के साथ भी उसी उदारता का बरताव होना चाहिये और उन के केसेज को जल्दी से जल्दी खत्म किया जाना चाहिये ।

अभी हमारे माथुर साहब ने निवेदन किया था कि हमारे कर्मचारियों में यह भावना घर कर रही है कि उन के लिये जो साधारण तरीका अपीलों का है या अधिकारियों को अप्रोच करने का है, वह कारगर नहीं हो रहा है । यदि हमारे कर्मचारियों के मन में यह भावना है तो यह बड़े दुर्भाग्य की बात है । जिस तरह से मंत्री महोदय यहां पर आश्वासन देते हैं, मैं चाहता हूं कि वही भावना हमारे अधिकारियों में भी आये । उन्हें इस बात का प्रयत्न करना चाहिये कि अगर कोई और तरीका न हो तो रिप्रेजेन्टेशन जो उन के पास से आयें उन पर गौर करें । मैं चाहूंगा कि उन के द्वारा प्रस्तुत आवेदनों पर गौर किया जाये और जल्द से जल्द निर्णय किया जाय ताकि हमारे कर्मचारी भाइयों के मन से इस बात का अंकुर हट जाय कि उन के साथ ज्यादती की जा रही है और उन को यह विश्वास हो जाना चाहिये कि उन के साथ रियायत की जायेगी ताकि वे ठीक तरह से काम कर सकें ।

एक बात और मैं कोयले के संबंध में निवेदन करना चाहता हूं । यहां उस पर बहुत वाद विवाद हो चुका है । हमारे उत्तर प्रदेश के बहुत से जिले कोयले के सम्बन्ध में अभावग्रस्त हैं । इतना सब सुनने के बाद भी हमें यह पता नहीं चल रहा है कि आखिर इसका असली कारण क्या है । कोयले का अभाव बढ़ता चला जा रहा है हालांकि बराबर कहा जा रहा है कि कोयले का उत्पादन बढ़ गया है । हमें रेलवे प्रशासन की तरफ से जो आंकड़े दिये गये हैं उन से पता चलता है कि मुगलसराय से जितनी गाड़ियां चलती थीं, उन में वृद्धि हुई है, उनकी माल ढोने की क्षमता बढ़ी है, लेकिन उत्तर प्रदेश के मुख्य मंत्री कहते हैं कि पहले हमें जितना कोयला मिलता था उस से कम की सप्लाई हुई है । यह बात मेरी समझ में नहीं आती है । अगर हमारा उत्पादन बढ़ा नहीं तो कम से कम उस से कम तो नहीं हुआ है इस लिये जितना कोयला पहले मिलता था उतना तो मिलना ही चाहिये था । इस की वजह से ईंटें आदि बनाने में बाधा पड़ रही है और हमारे सब काम पीछे पड़ रहे हैं । मुझे विश्वास है कि इस के बारे में कुछ हो जरूर रहा है , लेकिन ऐसा न हो कि इस काम को पूरा करने में इतनी देर लग जाय कि हमारे उत्पादन के कार्य में रुकावट लग जाय । हम उत्पादन बढ़ाना चाहते हैं, हम चाहते हैं कि जो भी हमारे यहां कमी है कोयले की वह दूर हो लेकिन उत्पादन बढ़ने के बाद अगर हमारी ट्रांस्पोर्ट की क्षमता कम रह जाती है और वह लोगों तक नहीं पहुंच पाता है तो हमें अफसोस होता है ।

मुझे विश्वास है कि जो कुछ मैंने कहा है उस पर रेलवे प्रशासन ध्यान देगा और सारी कठिनाइयों को जल्द से जल्द दूर करने का प्रयत्न करेगा ।

Shri Kamalnayan Bajaj (Wardha): Mr. Deputy-Speaker, the railways have made tremendous progress during the last few years in our country. Taking everything into account, naturally we are proud of our railways. It is our life-line, the nation's life-line, and unless it is maintained in an efficient manner there is always the risk of paralysing the trade, commerce, movement of materials and so on. Even the efficiency of our defence services in times of emergency and war can be maintained only if our railways are functioning efficiently.

I regret to say that in the last few years, in spite of the progress that we have made, there is a general tendency of indifference and neglect among the staff and officers with the result that we see the maintenance of the rail-

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ways is getting very poor and neglected. Here I will give only a few instances. I had occasion to travel quite a lot through our Indian railways and during the last few years I have found that even in the bathrooms the water leaks. The maintenance of the railway compartments is very poor; not so much alarming but still I was once confronted with one incident. I was going from Wardha to Bombay by train. I forget the date. The train was already late and it should have made up some time. But I found it was stopping at more or less every watering stations and taking more time than at the usual stops. Naturally, I enquired of the guard the reason for this. He could not give me a satisfactory answer. Then I went to the engine driver and asked him the same question. He answered: "What can I do? You are right that we have so much water capacity and so we should not stop longer than this. But, then, the tank leaks." I was very much alarmed when I was told that the tanks of even a railway engine leaks. It may be a small thing. But if such neglect is allowed to continue, I do not know where it will lead us to. I asked him: what is this due to and what action do you take? He said that they mention it in the report which they send but in the routine everything is lost and proper steps are not taken.

I went into these things in more detail when I met the railway officers who travelled with me accidentally or otherwise. The general complaint of most of the people, if I should say so, was this. While I entirely agree that there should be proportionate representation at the time of recruitment or some advantage given to Scheduled Castes people who have been suffering for thousands of years in our country and who should be given some lift, I feel that at the time of promotion it should be reduced gradually. In recruitment you may give some benefit to them, whatever be the proportion that has been fixed by the railways. It is perfectly alright. I have no grievance about that. But if you have given them the advantage of, say, 25, 30 or 10 per cent more representation at the time of recruitment, it should be reduced gradually for promotion. After reaching a certain level it should be completely stopped. I am not a technical man and cannot say at what level it should completely stop. Giving advantage initially is a different thing. Railways is a very technical line and if one is promoted even to a top post on account of one belonging to the Scheduled Caste, there is a general tendency in the mind of the Scheduled Castes officer 'In any case I will get my chance for promotion; so why should I become more efficient, or why should I learn or make more effort?'. This tendency, I am told, is growing in the railways and this should be curbed. I am all for giving greater assistance to the Scheduled Castes but not at the cost of efficiency and efficient management of railways in the country. Our development, industrial, commercial or of a general nature, depends entirely or mostly on the railways and by this tendency growing up it will all be paralysed. This is one of the most serious problems which confront the railways today, according to me. Although it is not of a very large proportion today but as an infection starts and time goes by, if we neglect it when it starts, at one time in later years we may find that the infection has grown so much that it may be very difficult to find a treatment for that. So the railway administration should take some care of it.

There are a few small points which I want to make. In spite of the drive for cleanliness and some prizes and other things being awarded to station masters for maintaining cleanliness, though general cleanliness is there, no particular efforts are being made to improve the habits of even the authorised porters or the railway staff. Normally you can see that when they move about, they spit on

the platforms or create nuisance in many ways. Even the passengers are used to spitting like this. This is an Indian habit which is not to be encouraged very much. I have a small suggestion to make in this respect. According to the present rules probably it may not be possible to do so, but if the Parliament gives them the authority, or if it is in the hands of the hon. Railway Minister to give that authority departmentally, staff at a lower level, either the ticket checker or the Deputy Station Master or the Station Master, be given the authority so that if somebody is caught creating nuisance or spitting, either purposely or because of neglect, if the public reports or if he comes to know of it, he should be able to fine four annas on the spot. There should be no appeal or anything. A *bhangi* should be called to clean it and out of that four annas, two annas be paid to him. Even a small amount of fine will create a sort of sense in the public mind. Suppose, somebody spits on the platform or in the compartment and I am there. What can I do? If I go and complain, there is no remedy. At the most I can call a *bhangi* at the next station, get it cleaned and pay him a few annas. Sometimes the *bhangi* may not be available and it may not be cleaned. Sometimes if they are available, they will clean it. But I cannot stop or discourage that passenger or colleague from creating such nuisance. So some sort of a fine should be imposed.

Shri Chintamoni Panigrahi (Puri): Why not clean it yourself?

Shri Kamalnayan Bajaj: I have done it sometimes. But you cannot do it all the time. You do not have the brooms and other things readily available. I am proud of cleaning it and I have done it. But often you cannot do it in public because you do not have the accessories with you. You do not have the time also and you are not even prepared for it. You need the accessories and other things for it. If that is done, I think cleanliness and other things can definitely be improved.

Regarding catering, after the railways have taken over catering it has been standardised and some improvement has been there. I do not deny that. But standardisation has certain defects because, after all, food cannot be improved beyond a particular standard. I was coming to attend this Session which started on the 13th February. I took the GT Express at Wardha. Due to some accident there was a derailment somewhere near about Gwalior. The GT Express was delayed that day by about ten or twelve hours and I was not able to attend the Session that day although normally I could have done that. We reached Gwalior at about lunch time and people in the whole train were starving because no food was available in the morning and we were delayed at a small station where either there was no food available. When we reached Gwalior, everybody expected that food will be available. Although the railway authorities knew that the train has been delayed, only some *bhajias* and other eatables were available. They were soon finished. When one asked for something more, one was told that that was all the ration that was usually prepared and that it was finished. If there had been a private caterer, he would have anticipated that the train was coming late, that it was coming at meal time and that the passengers would need more food at this particular time. He would have prepared more food and would have made a greater profit by selling more food. I think the railways made some special effort by giving some thing extra but that was not sufficient for the purpose. Those who supervise these things have other duties also. This is not the only job of the department or of the person in charge. So he is not reminded that such a thing can be done. If along with the railway caterers, private caterers are also given a chance to compete, it will be a good thing. If the railways give good quality food, there is no reason why people would go and take it from private caterers. Unless they give

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better service and better food,, there would not be any point in taking it from them. If such a healthy competition is allowed, I think it will do some good.

Some hon. Members *rose*—

Mr. Deputy-Speaker: Normally I should request the hon. Minister to reply to the debate on this Demand. But if the hon. Members are anxious to speak and if the House agrees, some time may be taken out of the time for other Demands. That is the only course.

An Hon. Member: It may be extended by half an hour.

Shri D. C. Sharma (Gurdaspur): No.

Mr. Deputy-Speaker: If hon. Members agree to speak on the other Demands, I will give time to everyone of them. I have noted down their names. Would that be all right? They can speak on other Demands and I will give an opportunity to everyone of those who are now rising in their seats to speak.

Shri Chintamoni Panigrahi: This side also.

Mr. Deputy-Speaker: Surely, this side also. But two of the hon. Members on that side have already spoken. That is why I did not call them. Certainly I will accommodate them when the next Demand comes up. I have taken down the names of all the hon. Members and after finishing this when we take up the other Demands, I will call everyone of those who are here and are standing. The hon. Minister.

Shri Shahnawaz Khan: Sir, a large number of hon. Members have taken part in this debate and have raised a very large number of points, some of them of a local nature. Obviously, it would not be possible for me to deal with all the points that have been raised now, but I can assure all the hon. Members here that whatever points they have raised shall receive very careful consideration of the Railway Board and the Railway Ministry.

Mr. Deputy-Speaker: Even those hon. Members who had had no opportunity could also send in their suggestions and chits stating their grievances or the representations that they may have to make. I hope the hon. Minister will write to them also. It has been usual here, because all Members cannot put in their grievances here at this moment. Some of those who are left out or do not get an opportunity, they may also send their suggestions or their grievances.

The Minister of Railways (Shri Jagjivan Ram): We have another arrangement also. As you are suggesting, the suggestions received from them will be taken into consideration. But, as you are aware, we have another arrangement. We have the Parliamentary Committee for the different Zonal Railways where all the Members of Parliament coming from that Zone meet the Railway Minister and the General Manager of that Railway and discuss all these points. Thus we have different forums for this matter. This also will be done.

Shri Shahnawaz Khan: Before I take up the other points, I would like to take up one point which was raised by my hon. friend Shri Harish Chandra Mathur. He tried to paint a very alarming picture. He tried to show that the picture was so alarming that the World Bank had to come to India and see what had gone wrong. I can assure you that there is no such thing. We are very grateful to the World Bank for all the assistance that they have been giving us. We are even more grateful to them for the visits that they have been paying to this country. They are men with very wide experience and they have been making very

useful suggestions. We have been taking full advantage of those suggestions in order to improve the transportation system of our Railways. On one occasion, they suggested the introduction of centralised traffic control, the use of centre buffer couplers and use of bigger and heavier wagons. They were very useful suggestions and we accepted those suggestions. The World Bank has been visiting our country. They paid a visit in 1957. They paid another visit in 1959. They came here in March, 1960 and I am very glad that we have had the privilege of welcoming them again in March, 1961. I hope, we shall be able to satisfy them and convince them as before that the funds that they have been giving us have been very usefully utilised.

A large number of hon Members referred to the movement of coal and the so-called controversy between the Railway Ministry and the Ministry of Steel, Mines and Fuel. This matter was dealt with at considerable length by the hon. Railway Minister and I do not think that there is anything further that I can add to it. I would like to say just this much that when we are charged with the responsibility of carrying traffic, we expect to be informed well ahead the quantity of the goods to be carried and the place from which it is to be carried and the areas to which it has to be carried. The Railway system is a very complex system, and we have to make arrangements accordingly. When there is no line capacity, we have to make arrangements for the line capacity. In some cases, we may have to electrify the lines. In some cases, we may have to dieselise the line. In some cases, we may have to lay new lines. These are all matters which require advance planning. It is not as if the Railways are always ready to carry goods from anywhere to everywhere. That is a thing I would like to submit. Again, if a colliery is not connected with the railway and it has got no railway siding and accumulations are rising in that colliery, we feel rather helpless to deal with that sort of traffic. As I said, my senior Colleague, the hon. Minister of Railways dealt with this question at considerable length and I would not again like to take the time of the House in elaborating it further.

My hon. frind Shri Braj Raj Singh asked us to draw lessons from the Second Plan and be prepared to anticipate all the traffic that would be offering during the Third Plan. We are fully seized of this question. The Planning Commission has laid down firm targets and we feel that the targets that have been laid down are realistic. However, we feel that as far as the miscellaneous traffic is concerned, that might exceed even the targets laid down by the Planning Commission. That is how we feel about it. We have already seen in the light of the experience that we have gained during the Second Plan, that although targets were fixed and were attained, the actual fact is and it is a good augury for this country, that the development that is taking place in this country is faster and at a more rapid pace than even what we anticipated. That is why, as several hon. Members said, we are supplying more wagons north of Mogalsarai, yet there is shortage of coal. That is quite right. We are supplying many more wagons and the quantity of coal that is supplied above Mogalsarai has increased considerably. Yet, we admit there is shortage. That is because, the country is developing so fast. Large-scale and small-scale industries are cropping up all over the place. It is good for the country. I can assure you that there shall be no complacency in the Railway Ministry in dealing with this.

My hon. friend Shri Harish Chandra Mathur.....

Shri Kamalnayan Bajaj: Does the Minister want to say that the country's speed of progress is faster than the Railway progress?

Shri Jagjivan Ram: Yes, it means that. The demand has exceeded the planned target.

Shri Kamalnayan Bajaj: In future, the Railway is going to be ahead of the country's progress or it will remain behind? What is the planning?

Shri Jagjivan Ram: In a developing economy, sometimes, planned targets lag behind actual production.

Shri Kamalnayan Bajaj: Whereas production has exceeded, will be organised Railways lag behind?

Mr. Deputy-Speaker: Order, order. Let us hear the hon. Minister.

Shri Shahnawaz Khan: I would also like to make a submission. As I said, the Railways have to plan ahead. We have to go in for advanced planning. For doubling the track, we require steel. For building more wagons, we require steel. For electrification, we require steel. For all these things, we have to depend for the supply of steel on sources inside the country and when these sources are not sufficient, then, we have to import steel from outside.

Shri Harish Chandra Mathur: Steel production has suffered because coal has not been moved.

Shri Jagjivan Ram: That is not correct.

Shri Harish Chandra Mathur: That is being said all the time. This warning was given by the Premier of the U.S.S.R. at the beginning. It was followed up by him. This is being said again and again.

Shri Jagjivan Ram: I might disabuse the hon. Member again that there has been no shortage of coal supply to the steel plants. It is being fully met.

Shri Shahnawaz Khan: Again, one hon. Member, I think it was Shri Harish Chandra Mathur, said that although a large number of electric locomotives were available, they were idle. That is quite right. The fact is, electric locomotives can run only where there is electricity. The electric lines have to be laid. The telecommunication lines have to be laid. And we have to depend on our other sister Ministry for this, as for instance, for the laying of the cables.

Shri Goray (Poona): Is it not the essence of planing that all these Ministries should work together and have a co-ordinated programme? If one Ministry says that they brought the machinery but they could not be used because the other Ministry could not do something, what does it mean?

Shri Shahnawaz Khan: I am stating the actual position. Then, we were given a certain promise regarding the availability of power. For some reason or the other, that power is not available at the correct moment.

Shri T. B. Vittal Rao: Where?

Shri Shahnawaz Khan: In certain places, it may not be available.

Shri T. B. Vittal Rao: Merely saying 'certain places' is no use. The hon. Minister may tell us concretely.

Shri Shahnawaz Khan: I am talking about the Sealdah division.

Shri Harish Chandra Mathur: We do not say that the Railway Ministry has failed; we say that Government have failed.

Mr. Deputy-Speaker: The Railway Minister is not escaping, so far as the joint responsibility is concerned. He is only saying what has happened. Let us hear him.

Shri Shahnawaz Khan: I am really saying that there are certain circumstances which have been beyond our control, and if I may say so, the supply of steel has been one of the most important factors. In the past too, when we felt that the normal channels of obtaining steel had not come up to the requirements or to the expectations, the railways took upon themselves to obtain steel. We are trying our very best to obtain ade-

quate supplies of steel and to give it to the wagon-manufacturers and to the other people who are helping the railways.

My hon. friend Shri Harish Chandra Mathur, I think, referred to the necessity for having the members of the Railway Board for a certain tenure. We try and work it that way. For his information, I would like to tell him that the present Chairman has been there in the Railway Board for over four years; the present Member (Engineering) has also been here for a considerable time. We do appreciate his point that there should be continuity, so that planning is effective.

Shri Harish Chandra Mathur: Anyhow, he should regulate it that way. As a matter of fact, I made it very clear in my speech that I had examined all the details, and I had found that there was nothing to which I could take exception, but the Railway Minister may regulate the whole matter in such a way that everybody gets the full tenure there.

Shri Shahnawaz Khan: Shri Harish Chandra Mathur also laid great emphasis on the necessity for appointing a parliamentary commission to go into the working of the railways and see if everything was all right.

Shri Harish Chandra Mathur: Not of the railways only, but of all the Ministries that come in, in a co-ordinated way. I wanted co-ordination of transport.

Shri Shahnawaz Khan: I suppose my hon. friend is aware that the Neogy Committee has gone fully into all these matters, and we shall have to await the result of the finding of that committee.

Shri Harish Chandra Mathur: I wanted that there should be a commission of enquiry into the present lapses which are being enquired into by the International Bank. I think it is much more our business.

Shri Jagjivan Ram: I am again disabuse my hon. friend Shri Harish Chandra Mathur of his misapprehensions. If he feels that the World Bank is here to enquire into any lapses, he is entirely misinformed. As has already been stated by the Deputy Minister, the World Bank has been visiting the Indian Railways on more than one occasion, not to make enquiries, but to see whether the funds given by the World Bank have been soundly utilised; and, naturally, anybody who advances loans will do that. But to say that that they are here to look into the lapses of the railways is not, I think, fair. Perhaps, sometimes, the national interest should be taken into consideration before any such words are uttered.

Shri Harish Chandra Mathur: I hope the hon. Minister has read all that has appeared in today's papers. I have gone through it very carefully and this is what has been stated in the papers.

Mr. Deputy-Speaker: Order, order. If the Deputy Minister who is speaking does not give pauses, perhaps, there will be less of interruptions. He should flow on from one point to another.

Shri Shahnawaz Khan: All right.

My hon. friend Shri Kamalnayan Bajaj began by speaking appreciatevely of the achievements of the railways. Then, he made some reference to the inefficiency that was creeping into the railways because of promotions being given to Scheduled Castes. We are following the instructions of the Home Ministry, and we feel that whatever we have done so far is withing those instructions. Anyhow, he knows that the question of giving reservation for promotions is at present before the Supreme Court. We shall be only very happy to follow whatever decision the Supreme Court will give.

Shri Kamalnayan Bajaj: What has been the experience of the Railway Ministry? I am glad to know that the Railway Ministry is following the instructions of the Home Ministry But has it affected the efficiency of the railwaymen or not?

Shri Shahnawaz Khan: It has not affected the efficiency at all.

Shri Jagjivan Ram: If the hon. Member were to know first how many of them have been given such promotions, before he makes such an allegation, he would not have made such a statement; as it is, perhaps, one would feel that he is speaking not objectively but with a biassed mind.

Shri Kamalnayan Bajaj: I have not made any allegations. I have only stated some facts. (*Interruptions*).

Mr. Deputy-Speaker: Order order. From a debate, we are now going into a regular conversation. The debate should not come to that level; it should proceed like a debate. Speeches have been made already, and now, the reply is being given.

Shri Shahnawaz Khan: Shri Jagdish Awasthi referred to the delays that have taken place in the manufacture of wagons. Also, some other hon. Members referred to this and said that the manufacture of wagons had been delayed. I would like to inform my hon. friends that educational orders were placed on ten new wagon-builders in 1957, and each one of these wagon-builders, except one, was given orders for 250 wagons. Two new wagon-manufacturing firms have completed the educational orders. Two others are about to start the manufacture, and we hope that they too in their course would be able to complete the supplies. Licences to two firms, Messrs J. K. Industries being one of them, to which reference was made by my hon. friend, have been cancelled. My hon. frisnd also made a reference to Messrs. Singh Engineering Works. They have already installed their machinery; rather, they have purchased the land, started putting up the buildings, and installed the machinery, and the time, naturally, has been extended because, sometimes the machinery has to be imported. As I said these are educational orders. We want them to build up their factories and instal the machinery and start wagon-manufacture. Therefore, we try and encourage all genuine wagon-builders. The Ministry of Commerce and Industry who are responsible for giving licences to these firms are having the cases of others under their review. Therefore, I submit there has been no delay from the side of the railways and we have done everything to encourage wagon builders.

My hon. friend, Shri Jagdish Awasthi, wanted to know why the expenditure on the Railway Board had increased. For the information of the House, I would like to quote some figures. In 1959-60, the number of gazetted officers in the Railway Board was 207 (and in 1961-62, it is 201. As regards Class III and IV staff, the number in 1959-60 was 1,476 and that in 1961-62 is 1,403—it has actually decreased.

Shri Harish Chandra Mathur explained the reason why the number of gazetted officers should have increased because most of the work is that of planning and he very effectively explained that there was no harm in the strength of Class III and IV staff going down in the Railway Board. Actually, the increase in expenditure is very neglible. The Estimates Committee in their 19th Report submitted in January, 1956, had recommended the strengthening of the administration at various levels, including that of the Railway Board, in order to direct and control the huge expenditure that would have to be incurred under the Second Five Year Plan. As I said, the increase in expenditure is negligible, and what we have done is in accordance with the general principle enunciated by the Estimates Committee.

Shri Jagdish Awasthi also said that he could not understand why suitability was tagged on to seniority while promoting people to the next grades. I really could not appreciate his point. Unless a man is suitable to be promoted even if he is senior, but if he is not efficient, he cannot be so promoted. Suppose he is not

efficient enough to hold the higher grade or to perform the duties of that grade, that would lead to all sorts of difficulties, may be to accidents and all that. That is why suitability must be considered.

A number of hon. Members also referred to the grades of train examiners. The upgrading was recommended by the Commission under the impression that the bulk of the posts in question was to be filled by matriculates who had undergone four years' apprenticeship. Actually, that was not so. The Board had not laid down the proportion of posts in the lowest grade of train examiners to be filled by such direct recruits. In fact, the bulk of the posts was filled by promotion from lower ranks. That is why we made this differentiation, and it was decided that the lowest grade of train examiners should be allotted the revised scale of Rs. 150-240 which accords with the existing scale Rs. 100-185. But those direct recruits who have done four years' apprenticeship will start in the recommended grade from Rs. 181.

Shri Jagdish Awasthi also referred to the necessity of having a direct coach from Lucknow to Kanpur to Madras. Actually, there is no traffic justification for it. Also, there is no more room on the GT Express for that.

Shri T. B. Vittal Rao: There is room for attaching one bogie and making it a prohibited train.

Mr. Deputy-Speaker: The hon. Minister should know better.

Shri T. B. Vittal Rao: Sometimes they forget.

Shri Shahnawaz Khan: My hon. friend, Shri Jangde, and some others also wanted that the big contracts should be split up and given to smaller contractors and co-operative societies. We are actually doing that. There are instances where we have done that already. Even the Bharat Sevak Samaj has come in and taken up some works on the railways.

Shri Jangde also referred to the necessity of speeding up express and mail trains. We are fully seized of that. We have in fact increased the speeds of trains already and we hope to make very substantial improvement in the time-table which is to be introduced with effect from the 1st of April. Then I think he shall have full satisfaction on that point.

The hon. Member also wanted some assistance for the Chattisgarh Primary School. The Staff Benefit Committee has already been pleased to allot about Rs. 2000, which has had the approval of the Railway Board.

Shri Jangde (Bilaspur): For the school building at Kharagpur.

Shri Shahnawaz Khan: Yes, Rs. 2000 have been allotted.

Then he wanted to have an overbridge in replacement of the existing level crossing at Saugar. Unfortunately, the State Government has not agreed to bear its share of the expenditure. Shri Jangde also spoke of the need for another fast train between Bilaspur and Bina or Bhopal. That line is already fully saturated and I am afraid there is no more scope for that.

Shri Jangde: I did not want a third train, but I wanted the second train to be expedited. I worked out the details. I said I could satisfy any of the higher officers in the Railway Board. Even a layman can be convinced that this train can be so run, but even though I have tried for the last three years, I have been unsuccessful in convincing the Railway Board.

Mr. Deputy-Speaker: Shall I allow a speech now?

Shri Shahnawaz Khan: Some hon. Members, particularly Shri Braj Raj Singh, wanted to know why there

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was delay, and what was the actual position, regarding the manufacture of diesel locos. As the House is aware, this question has been engaging the attention of the Railway Ministry for a long time. At first it was decided to have production of diesel locos in the private sector; later on, the Planning Commission took a decision that the manufacture was to be done in the public sector. A committee was appointed, and the committee has submitted its report, which is under consideration. I hope before long we shall start taking active steps for the manufacture of diesel locomotives.

14 hrs.

Shri Braj Raj Singh (Firozabad): But the difficulty is that while you were considering the matter and the committee was studying it, you had to pay crores out of the DLF loan to purchase locomotives.

Shri Shahnawaz Khan: The manufacture of diesel locomotives, I would like to inform my hon. friend, is not child's play, and we have to consult various experts and all that. We cannot do things in a hurry.

Shri Braj Raj Singh: Nobody thought that the running of the railways was child's play.

Shri T. B. Vittal Rao: Is it more difficult than the manufacture of electric locomotives which we are undertaking in Chittaranjan?

Shri Shahnawaz Khan: That is a new thing for us, and this is also a new thing for us. We have to give full consideration to it.

Shri Harish Chandra Mathur: There must be some planning.

Shri T. B. Vittal Rao: It was originally the mistake of the Railway Board to have it in the private sector.

Shri Shahnawaz Khan: Several Members also wanted to know why it was that the railways were introducing electrification and running diesel locomotives in areas where coal was in abundance. We had to introduce electrification in areas where steam traction has reached the saturation point. A point comes beyond which it is not possible to fulfil the demands by steam traction, and therefore we had to change over to something much faster. Therefore, electrification is the most economic thing. As a prelude to electrification, sometimes we are forced to use diesel locomotives, but that is only a prelude. As soon as electrification comes, diesel locos will be switched on to other sections which have by then reached the saturation point.

Then again, Shri Braj Raj Singh referred to the question of purchase of diesel locos and he wanted to know why it was that the lowest tenders were not accepted. The actual fact is that the tender of General Motors was accepted as it was the lowest technically and commercially acceptable offer, taking into account the initial cost and the recurring cost of maintenance and operations. All these factors had to be taken into consideration, and the matter was studied by an expert board of our experienced officers, and they came to the decision that it was in the best interests of the country and the railways to accept this tender.

He also wanted to know the policy of the Railway Board and the Railway Ministry regarding restoration of dismantled lines. The policy is that where it is absolutely necessary to have railway traction, those lines are to be restored, but where an alternative form of transport, the roads, has developed road transport is functioning efficiently, we do not feel there is need to have a railway line, and we would rather have it in areas where there is none and the need is greater. For his information, I would like to say that during the war time 26 lines were dismantled. Twelve have been restored so far.

Shri Kamalnayan Bajaj: What was the total mileage of the dismantled lines? Can we have the figure?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Somewhere about 800 miles.

Shri Shahnawaz Khan: More than one hon. Member—Shri Braj Raj Singh, and I think Shri Mathur and some others—also referred to the operational efficiency of the railways.

Shri Harish Chandra Mathur: Not I.

Shri Shahnawaz Khan: Maybe he talked about the efficiency of the railways.

Shri Harish Chandra Mathur: No.

Mr. Deputy-Speaker: He only talked about the inefficiency!

Shri Harish Chandra Mathur: No, Sir. I still consider it to be a subject matter of enquiry. That is my contention.

Shri Shahnawaz Khan: Figures showing wagon-miles per wagon day and ton-miles per wagon day are important statistics indicative of operational efficiency. This matter was also explained at considerable length by the hon. Minister in his reply. Very briefly, the figure of net ton-miles per wagon day in 1959 was 593. In November, 1960 it has increased to 648. That is a very good index of the railways' efficiency.

Shri Braj Raj Singh (Firozabad): I never meant they had not improved. My point was whether they could not improve further. I said if only a wagon could be worked one hour more per day.....

Mr. Deputy-Speaker: The Minister is only stating that it is not possible for him to move as fast as the hon. Member wants.

Shri Birendra Bahadur Singhji (Raipur): On a point of information. Is it for broad gauge, metre gauge or what?

Shri Shahnawaz Khan: The information I gave was for broad gauge. For metre gauge also the figures are very encouraging. I am rather hard pressed for time, therefore, I am rushing through.

Shri Braj Raj Singh also thought there was no proper supervision over the railways' revenues, how they were spent, and he thought that the railways were spending too much over the foot overbridge at Tundla which has cost about Rs. 1 lakh. The foot overbridge at Tundla has to cater for a very large number of passengers there. It is a broad overbridge, and it has to cross many lines. So, the expenditure is not excessive. At Kharagpur a foot overbridge has cost us about Rs. 6 lakhs. We are always very vigilant about the expenditure.

My hon. friend Prabhat Kar made some reference to the station working rules, how, they were impracticable, how there were wrong instruments and all that. I am afraid he exaggerated the case. We have regular inspection by officers and inspectors. It is part of their duty to go and visit every station to ensure that all the station working rules are in order and that they are being fully observed. We had appointed a special organisation to check up the station working rules and installations at various stations on all the railways. That was done. I am afraid he greatly exaggerated the point when he said that the accidents were caused because the station working rules were impracticable and all that. There is no such thing.

Shri Chintamoni Panigrahi: To what extent is it true?

Shri Shahnawaz Khan: My hon. friend Shri Harish Chandra Mathur also wanted to know the economy of dieselisation, why the railways were going in for dieselation, whether the Cabinet had been taken into confidence. In the Cabinet all these matters are discussed. Dieselisation of our railways is a fairly new factor. And we will have to wait to give the very

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definite economics of it. But, very briefly, on a conservative estimate, it has been assessed that dieselisation increases the capacity of the section by about 20 per cent. in terms of trains passed. It comes almost immediately.

Shri Radhe Lal talked about the ill-fitting uniforms of the railway employees. As Shri Vyas is aware we have over 11 lakhs of railway employees and it is physically impossible to give perfect fitting uniforms to everyone.

श्री राधे लाल व्यास : (उज्जैन) : उनको खाली कपड़ा दे दें, वह अपना सिला लेंगे ।

श्री शाहनवाज़ खां : उस में कुछ गड़-बड़ होने का खतरा है, उस में कपड़ा जाया हो जाने का खतरा है ।

Mr Deputy-Speaker: Uniforms may become too tight; they may not be hanging.

Shri Shahnawaz Khan: They will not become uniforms at all.

श्री राधे लाल व्यास : अभी उन को पैसा दे कर उनको ठीक कराना पड़ता है ।

Shri Shahnawaz Khan: Measurements are taken and stitching will be done departmentally. That is the system that is being followed in the services also. We are placing some orders on the Ordnance Factory, Shahjahanpur. They are fabricating the uniforms for us. The system that we are now trying is to encourage our own people. We cut the clothes and we give them out to various parties for stitching. We have certain social welfare organisations of the children of the railway employees, their wives and families. We give those uniforms to them for stitching purposes. We also provide sewing machines and it has been appreciated. And, I would like to pay a compliment here to Shrimati Ramaswamy who has been taking very great interest in the work.

Shri Radhe Lal Vyas: Is it being done in the Western Railway and the Central Railway?

Shri Shahnawaz Khan: In Bombay we are doing it.

Mr. Deputy-Speaker: The hon. lady is not here to answer those charges.

Shri Harish Chandra Mathur: They will be conveyed duly.

Shri Shahnawaz Khan: Several hon. Members have talked about departmental catering and catering in general on the railways. The information we have is that departmental catering has been generally appreciated and there has been some definite improvement both in the conditions of service of the employees of the catering department as also in the quality of the food served.

Shri Khushwaqt Rai (Kheri): And also in the prices.

Shri Shahnawaz Khan: A large number of hon. Members said that the catering was not satisfactory. We have made note of that and we shall try our utmost to effect further improvement. (*Interruption*).

Shri Tangamani: In places where there is departmental catering and where licences are given to certain tea shop owners has it been decided to discontinue this practice? I ask because there are certain small tea shop owners who will be considerably affected in certain junction stations where departmental catering is being done.

Shri Shahnawaz Khan: It is our policy that where we have comprehensive departmental catering excepting for fruits and pan and perishables, all things should be managed by the railways. We were forced to come to that decision because if we allow private catering side by side with railway catering, then, it is likely....

Shri Tangamani: It is not catering on full-scale; they supply only tea and some biscuits.

Mr. Deputy-Speaker: If it is not catering then it is not relevant to the particular question here.

Shri Shahnawaz Khan: There is likely to be a certain leakage of revenue and all that. (*Interruption*). I said perishables and pan.

Pandit D. N. Tiwari: Pan is being sold by the railways. (*Interruption*).

Mr. Deputy-Speaker: If so many hurdles are placed in the way of the Minister how can the railways move faster?

Shri Braj Raj Singh: Sir, he was saying that there was improvement in the condition of the employees. But we find that the people who are selling these things—the eatables—are being paid on a commission basis and not on a monthly basis.

Shri Shahnawaz Khan: In some cases, it is quite true that we have started paying on a commission basis. The reason is this. When we started paying them fixed salaries as in the case of other railway employees we received complaints from hon. Members of Parliament that those people are not paying proper attention and that they were not soliciting custom. It was said that it was so because they were assured of a monthly salary and they did not care to take interest; so, this was the only alternative.

Shri Radhe Lal Vyas wanted a direct train between Bhopal and Ahmedabad. I am afraid it is not possible. He wanted the street delivery scheme to be extended. I would like to inform him that in Madhya Pradesh, where the scheme is in operation in Bhopal, Indore and Ratlam, the question of extending it to Ujjain, Gwalior and Jabalpur is under consideration.

My hon. friend, Shrimati Ila Palchoudhuri is not here. She had referred to the question of the accounts clerk. The Pay Commission had recommended two grades. She wanted that the grades of the accounts clerks should be amalgamated. The Pay Commission itself has recommended two grades. But we are increasing the percentage in the higher grade. That is under consideration by the Railway Board.

Shri T. B. Vittal Rao: What about finalisation of *Ad Hoc* Tribunal's recommendations? (*Interruption*).

Shri Shahnawaz Khan: There should be two grades. My hon. friend Shri T. Subrahmanyam and a large number of other hon. friends from South India said that the south had been, more or less, neglected for new lines. I would like to refute that.

An Hon. Member: Refute?

Shri Shahnawaz Khan: Yes; very much. (*Interruptions*). Please give me a chance; let me finish. During the First and Second Plan, the total mileage of new lines constructed or those lines restored was 2,210 miles. Out of these, 1,510 miles were for operational or industrial needs. We were forced to lay those lines by the operational or industrial needs of the country. The railways had no option. Of the remaining 700 miles, which were constructed for developmental works, the south has had approximately 220 miles; and that is about 30 per cent. I am not saying that the south does not need any more new lines.

An Hon. Member: North?

Shri Shahnawaz Khan: But the fact remains that in the First Plan and the Second Plan, for developmental lines, the south has had 30 per cent. But, the requirements and needs of the south will always be considered deeply by the Railway Ministry.

Shri T. B. Vittal Rao: That means there has been no industrialisation in the south.

Mr. Deputy-Speaker: I was expecting that question directly that the industrialisation need arose only in the north. That would be the criticism by the hon. Members.

Shri T. B. Vittal Rao: That is clear; that is evident from what the hon. Minister said.

Shri Shahnawaz Khan: I am not responsible for that, Sir.

Shri Braj Raj Singh: Shri Lal Bahadur Shastri is responsible. (*Interruptions*).

Mr. Deputy-Speaker: Order, order.

Shri Harish Chandra Mathur: Rajasthan is the only State where we have not big undertakings. That is the only State.

Mr. Deputy-Speaker: There are complaints from all sides.

Shri Shahnawaz Khan: My friend Shri Aurobindo Ghosal spoke about the trade apprentices in Khargpur. He said that there are a large number who had been given training but had not been absorbed. The fact is that 426 trade apprentices were recruited in 1956. Only 38 per cent completed the course. Out of these, 307 have already been or are likely to be absorbed; 27 have been absorbed in the North Eastern Railway and Rourkela steel plant; and for the rest we are trying our best to find jobs. I think it will not be difficult.

He also talked about shifting of certain staff from Garden Reach to Chakradharpur: That was done because they were essential staff. Actually only 7 out of 60 people have been transferred.

Again, more than one hon. Member talked about the victimisation of railway employees after the strike. This question was also explained at considerable length by the hon. Railway Minister, and I would not like to go into it again. The number of persons who have been removed or discharged or those who are still under suspension is really very small and, on the whole, I think the House will agree that we have dealt with this problem in a very humanitarian manner. Only those who were guilty of intimidation, violence or sabotage have been punished.

An Hon. Member: What is the exact number?

Mr. Deputy-Speaker: Those numbers have been given by the hon. Ralway Minister.

Shri Shahnawaz Khan: Dr. Aney wanted to know why the Narkhed-Amravati line was given up. The traffic survey for a broad-gauge line from Amravati to Narkhed—82·2 miles—was carried out in the year 1946. A part of the preliminary survey was carried out in 1956-57. Since the project was not remunerative the remaining portion of the engineering survey was not completed. The proposal has not been recommended by the Government of Maharashtra for inclusion in the Third Plan. (*Interruption*).

Mr. Deputy-Speaker: Why should those hon. Members who have to be given a refusal be answered just at present?

Shri Shahnawaz Khan: Shri Nanjappa talked about the Chamarajanagar—Coimbatore line. After due consideration it has been felt that the Salem-Bangalore link would be a better proposition and that would be better of financially.

Shri T. B. Vittal Rao: Is it being taken up?

Shri Shahnawaz Khan: That was considered to be the better proposition and that is under consideration.

Shri Birendra Bahadur Singhji: Will it be a broad gauge line or a metre gauge line?

Shri Jagjivan Ram: Metre gauge.

Shri Shahnawaz Khan: More than one hon. Member said that the air-

conditioned trains should be withdrawn where they are running for short distances. We have issued instructions that in cases where the figure of occupation of air-conditioned trains is below 40 per cent we will discontinue the running of air-conditioned trains.

Shri Assar wanted that the trains from Poona to Lonavala should be treated as suburban trains. That, I am afraid, cannot be accepted because the Railways would lose very heavily in revenues. He also said that the punctuality performance of trains was not satisfactory on the suburban lines. On the Western Railway, in January 1961 the punctuality was 94.5 per cent which is pretty good. On the Central Railway there is some room for improvement and we are trying our utmost to improve the position there.

An Hon. Member: What is the percentage there?

Shri Shahnawaz Khan: In September 1960, the percentage on the Central Railway suburban line was 91.3 per cent, in December 1960 it was 89.3 per cent and in January 1961 it was 89.3 per cent. That is not too bad, but there is room for improvement.

Quite a number of hon. Members referred to the over and under bridges. The policy is well known to the House.

An Hon. Member: What is that?

Shri Braj Raj Singh: The policy has been explained by the Railway Minister.

Shri Shahnawaz Khan: Several hon. Members of the House were keen that the speeds of mail and express trains should be accelerated. I made a passing reference to it as soon as I began my speech. I will just give a few figures to show the extent of acceleration proposed from 1st April 1961 as compared to 1-10-1960. There will be a difference of 4 hours 55 minutes in the running time of the 17Up Janata Express from Madras to Delhi, while for the 16 Up Express from New Delhi to Madras there will be a difference of 3 hours 50 minutes. There are a lot of engineering works and line capacity works going on, and as soon as they are completed I think we will be able to reduce the running time.

Shri Birendra Bahadur Singhji: Sir, I rise to seek a clarification. How is it that when both the trains, the Janata Express and the Grand Trunk Express, run on the same line there is a saving of more than 4 hours in the case of one and only more than 3 hours in the case of the other?

Shri Shahnawaz Khan: A large number of hon. Members referred to the number of thefts on railways. In the year 1958 there were 1980 cases of thefts, in 1959 there were 1436 cases and in 1960 only 1402 cases. Similarly, yard thefts in 1958 were 1015 and in 1960 only 714. Goods Shed thefts, similarly, came down from 721 in 1958 to 588 in 1960. This means, Sir, in spite of the fact that the amount of transport and the traffic carried is increasing, the number of running train thefts, yard thefts and Goods Shed thefts are coming down. I am glad to inform the House that the amount of stolen goods recovered is also increasing. In a number of cases the RPF have had clashes with the criminals. In some places our people have also been killed and we also in turn have killed quite a number of really bad people (*Interruption*).

Shri Kodiyan wanted to know about the Shoranur over-bridge. This has already been included in the Southern Railway Works Programme and the work will start very soon. Shri Kodiyan also desired that there should be more retiring rooms. There are already retiring rooms at Trivandrum and Calicut. Quilon will also have retiring rooms soon. The Railway Board is also considering the question of constructing more retiring rooms at stations serving larger town and cities and debiting the expense involved to capital to the extent justified instead of to passenger

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amenities. The extent of the problem is being investigated and a decision will be taken very soon.

Mr. Deputy-Speaker: His file may remain closed.

Shri Goray: When hon. Members who raise certain questions are not present in the House, why should they be answered at all?

Mr. Deputy-Speaker: When one reads through the proceedings subsequently it will be seen that no answer was given. The difficulty is that the records would not show that they were absent at this particular moment. But it is desirable that those who make certain points here should remain present to listen to the Minister.

An Hon. Member: They should not be given a chance to speak if they are absent.

Mr. Deputy-Speaker: The chain has been pulled so frequently, that I am thinking of blanking it altogether!

Shri Goray: Somebody may fall out.

Shri Jagjiwan Ram: Only you can blank it off.

Shri Shahnawaz Khan: I think I have covered most of the points which have been raised by hon. Members.

Mr. Deputy-Speaker: Can I now put all the cut motions together?

Some Hon. Members: Yes.

All the cut motions were put and negatived.

Mr. Deputy-Speaker: The question is:

"That a sum not exceeding Rs. 98,19,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March 1962, in respect of Demand No. 1—Railway Board."

The motion was adopted.

Mr. Deputy-Speaker: The House will now take up the remaining Demands for Grants, that is Demand Nos. 2 to 20 and 22, in respect of Railways, 1961-62. As the House is aware, 4 hours have been agreed to for discussion and voting on these Demands.

Hon. Members who desire to move cut motions may send slips to the Table within 15 minutes, indicating the numbers of their cut motions. I shall treat them as having been moved, if the hon. Members in whose names the cut motions stand are present in the House and the cut motions are otherwise in order.

Shri Braj Raj Singh: Will this continue tomorrow?

Mr. Deputy-Speaker: Let us see. If hon. Members agree we can finish it off. Why should the hon. Member bind me?

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 2,11,91,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 23,79,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Payment to Worked Lines and Others'."

DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

Mr. Deputy-Speaker: Motion moved

"That a sum not exceeding Rs. 38,78,93,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Working Expenses—Administration'."

DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 125,22,60,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—WORKING EXPENSES—OPERATING STAFF

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 75,30,37,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Working Expenses—Operating Staff'."

DEMAND NO. 7—WORKING EXPENSES—OPERATION (FUEL)

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 73,70,09,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Working Expenses—Operation (Fuel)'."

DEMAND NO. 8—WORKING EXPENSES—OERATION OTHER THEN STAFF AND FUEL

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 26,67,56,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

DEMAND NO. 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 29,07,16,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Working Expenses—Miscellaneous Expenses'."

DEMAND NO. 10—WORKING EXPENSES—LABOUR WELFARE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 11,61,37,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Working Expenses—Labour Welfare'."

DEMAND NO. 11—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION RESERVE FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 65,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

DEMAND NO. 12—PAYMENTS TO GENERAL REVENUES

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 77,83,95,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Payments to General Revenues'."

DEMAND NO. 13—OPEN LINE WORKS (REVENUE)—LABOUR WELFARE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,36,71,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Open Line Works (Revenue)—Labour Welfare'."

DEMAND NO. 14—OPEN LINE WORKS (REVENUE)—OTHER THAN LABOUR WELFARE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 10,63,63,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Open Line Works (Revenue)—Other than Labour Welfare'."

DEMAND NO. 15—CONSTRUCTION OF NEW LINES

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 61,13,46,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Construction of New Lines'."

DEMAND NO. 16—OPEN LINES WORKS—ADDITIONS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 312,72,04,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Open Line Works—Additions'."

DEMAND NO. 17—OPEN LINE WORKS—REPLACEMENTS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 99,56,91,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Open Line Works—Replacements'."

DEMAND NO. 18—OPEN LINE WORKS—DEVELOPMENT FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 23,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Open Line Works—Development Fund'."

DEMAND NO. 19—REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—DEVELOPMENT FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 30,19,48,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Repayment of loans from General Revenues and interest thereon—Development Fund'."

DEMAND NO. 20—APPROPRIATION TO DEVELOPMENT FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 17,21,57,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Appropriation to Development Fund'."

DEMAND NO. 22—WITHDRAWAL FROM REVENUE RESERVE FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 8,57,15,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Withdrawal from Revenue Reserve Fund'."

Shri Chintamoni Panigrahi: Sir, recently there was a great festival in Orissa which comes once after a thousand years; it was *Govind dwadashi* festival at Puri. I drew the attention of the hon. Minister and the Railway Board and requested them to make necessary arrangements for more than five lakhs of pilgrims who would go to Puri to have a holy dip there. But it is unfortunate that no adequate arrangements were made for meeting the rush of pilgrims to that place, whereas in the case of *Kumbh mela* and also Hardwar Mela the Railways take due notice of it, publicise it all over India and make special arrangements to meet the rush. In this case they completely neglected it. Today I got a copy of a newspaper from Orissa, which is run by the Congress Party, not by any other party, in which it is pointed out how the railways completely neglected making proper arrangements to meet the rush of 5 lakhs of pilgrims who assembled there in connection with this festival. I personally wrote to the Minister and also drew the attention of the Zonal Advisory Committee. The hon. Minister promised to do something, but nothing was done. We would like to know from the Minister what special arrangements were made for this festival?

Next I come to the question of education of the children of the railway employees. I have many times drawn the attention of the hon. Minister to this point, but nothing has been done so far. Here are the cases. There is a railway primary school at Khurda Road and the State Government has accepted the medium of instruction in that school as the Oriya language, the language of the State. But unfortunately, the headmaster who was an Oriya, was driven out and in his place another non-Oriya headmaster has been appointed.

14.36 hrs.

[SHRI MULCHAND DUBE *in the Chair*]

This is a matter which should be looked into. I want to draw the attention of the hon. Minister to the Railway primary schools at Burhampore and at Khurda Road. What is the policy of the Railway Ministry with regard to the management of these primary schools? In these schools there are managing committees, but in those committees you do not find any representation of the Oriya people. There are no head pandits who know Oriya. This must be enquired into.

Shri V. P. Nayar (Quilon): Do they know Malayalam?

Shri Chintamoni Panigrahi: I do not know, but they are not Oriyas. This has been reported in a *Railway Magazine* also and has also been brought to the notice of the Railway Minister.

With regard to subsidised hostels, the Railways have started one at Cuttack. In 1960-61 there were about one hundred applications from the children of the Oriya railway employees for accommodation, but only 22 students were taken and the rest

[Shri Chintamoni Panigrahi]

had to go without any accommodation. The Railway Ministry accepted a proposal and sanctioned the construction of a building for this hostel, but so far no building has been constructed. The hostel is still accommodated in a rented building. When there was no much demand for accommodation only 22 students were taken in and about 80 students were not admitted. We were told that not enough applications were forthcoming. This is not correct. There are many students who are anxious to get accommodation. It is therefore essential that accommodation at this hostel should be increased and necessary facilities should be provided for the students. I am told that adequate funds are not being sanctioned for running this hostel well. In a month for three or four days the students go without meals. I do not know how that happens. Therefore, this matter must be looked into.

Then there is a railway high school at Chakradharpur. Here there are quite a large number of Oriya students, but the Oriya-teaching staff is not adequate. All these complaints are appearing in the local Press, but there is no arrangement with the South-Eastern Railway Administration for translating all these grievances which appear in the local Press to that State regarding the railway adminisatration and they do not reach the railway administration or the authorities. Necessary arrangements should be made so that people who are well conversant with Oriya language can translate those grievances into English and they may be brought before the Railway Ministry.

We were told by the Railway Administration that necessary arrangements have been made to provide passenger amenities in a number of stations in Orissa. I would in this connection mention the names of Cuttack, Bhubaneshwar, Janakadeipur, Puri, Sakhigopal and Nirakarpur stations. During the last three or four years I have been bringing the cases of these stations by way of questions in this House and also at meetings of Zonal Advisory Councils. But not much has been done so far. I would like to ask the hon. Minister what passenger amenities have been provided at these stations? We were assured that they will be looked into, but nothing is being done. For example, for the last two or three years we are being told that announcement facilities would be provided at Cuttack station but it has not been done yet.

With regard to the Southeastern Railway, I was told that so far as the broad gauge is concerned, Orissa has 746.05 miles; Madhya Pradesh has 639.24 miles; Andhra Pradesh, 238.22 miles; Bihar, 399.47 miles; West Bengal, 395.08 miles. So, you will find that so far as route mileage is concerned the highest mileage is in Orissa. Recently, the railway administration has been opening regional offices for better administration of the different regions. During the last two years regional office have been opened at Bilasapur, Chakradharpur and Adra, and recently one has been opened at Waltair also. The demand for opening a regional office at Khurda Road has been before the Railway Ministry for a long time and we have been assured that something would be done in that regard. But so far nothing has been done.

With regard to new lines, it is unfortunate that though the Government of Orissa had pointed out that four lines should be undertaken on top priority basis in the State lines, those lines have not been included in the third Plan. I may mention at least one thing in this connection. It is about the railway line from the iron ore mining area in Sukinda to Jajpur-Keonjhar Road. This line, which is about 20 to 22 miles, was under the consideration of the Ministry, and we were told that the Ministry was considering it. What has happened to that consideration? We do not find it in the third Plan and we

do not get a reply either from the hon. Minister of Railways or from the Railway Ministry as to what is going to happen with regard to the railway line from the iron ore mining area in Sukinda to Jajpur-Keonjhar Road. If that line is laid, it would provide better facilities for the export of iron ore from that area to Japan.

I would just like to point out one more aspect for the attention of the Railway Ministry. We were told that the 325 Up and 326 Down passenger train running from Howrah to Waltair, which was discontinued because the line capacity could not be improved then, would be resumed. We were given this assurance in 1960. But what is happening? We were told that by the middle of 1960 this train service would be resumed. It is now 1961, and it is really unfortunate that in that portion of the Southeastern Railway there are not many passenger trains. So, we would like to know definitely from the hon. Minister when he is going to resume this 325 Up and 326 Down passenger train. I hope the hon. Minister will look into the points that I have made.

Shri Achar (Mangalore): I wish to speak on Demand No. 12 relating to the contribution by the railways to the general revenues. But before I do so, I would like to say a few words about the speed of the trains, to which I made a referenece last time also. I do find that some improvement is being made and from 1st April we are going to have some benefit at least. I really thank the Railway Ministry very much in this respect, especially, from the point of view of the improvement in railway travel for the people coming from the west coast. Formerly, it used to take four days for me and others coming from the west coast—Cannanore, Calicut or Mangalore—to reach Delhi if we happened to miss the Mangalore Mail connection at Madras. So far as the present position is concerned, we can certainly reach the destination within three days because there is much margin of time at Madras.

I was very happy to read about certain experiment or trials being made in regard to the Malabar Express and the Mangalore Mail between Coimbatore and Mangalore, as a result of which probably from the 1st April, even this three days' time may be reduced and we may be able to reach our destination within 2½ days. I am saying this because speed in respect of long-distance travellers is of the utmost importance. I would judge the efficiency of the railway system mainly from the speed of the trains apart from anything else.

Last time, I tried to analyse the speed of some of our best and fastest trains, namely, the Frontier Mail, the Doon Express and the Grand Trunk Express and I submitted that the average speed of our trains, compared with that of trains in the more developed countries, is awfully bad. I am really thankful to the Minister, as I said, to the extent to which the speed has been bettered. But are we in a satisfactory condition? That is the point which I want the Railway Minister to consider.

We are told that trains in foreign countries run at a speed of 100 to 120 miles an hour. Even in the continent, I am told that the trains run at a speed of 100 miles an hour. Of course, for short distances, a high speed may not be possible. For long distances also, as the railways are now situated in India, probably we cannot reach the standard which we see in foreign countries. But what is the average of our fast trains, express or mail? I studied this question and I tried to analyse from the railway guide and from the various reports and materials which have been given to us, the average speed that is obtained in the Indian railways. I am speaking subject to correction and I may say that I was not able to find anywhere exactly what the average speed works out to. Has it improved over the last three years at least? I would like to make one suggestion. The Railway Ministry should give us every year the

[Shri Chintamoni Panigrahi]

average speed for the passenger trains. We have got the figure for the goods trains, but I suppose human beings are more important than goods. I have not found—I am speaking subject to correction, as I said—anywhere the average speed with regard to the passenger trains or the express trains. Of course, goods are also very important; there is the coal crisis. But the speed of passenger trains, mails and expresses is very important, as they save time, and a period of four days has now been reduced to about 2½ days, as I mentioned before. If we consider this aspect of the question, there must be some scope for a lot of improvement, apart from such important improvements that may be necessary to reach the level of the train services in the more advanced foreign countries. We are supposed to be a very progressive country and we are trying to reach the highest level compared to the more developed foreign countries. Our present speed—I mean the average—for our fast trains is just 30 to 35 miles. Even that speed is not reached by some trains, whereas in other countries they have a speed of about 120 miles.

Shri Indrajit Gupta (Calcutta—South-West): The length of the trains.

Shri Achar (Mangalore): Whatever it may be, I suggest that the speed of our trains must be improved. I have not toured outside this country and I do not know the exact conditions there. But I have read about them and have known that compared to the speed of trains in foreign countries our speed is nothing. I have made such observations last time, and I would like to emphasise it again. I would request the hon. Minister to examine the question and see how it could be improved. Of course, I do not expect that the speed could be raised to 100 miles an hour all of a sudden. I am not for such an impracticable proposition, but I plead that this aspect of the question must be considered. (*Interruptions*). I request hon. Members not to disturb me. Have I ten minutes or 15 minutes, Sir?

Mr. Chairman: Ten minutes.

Shri Achar: I submit that the question about speed must be very carefully considered and we must make some progress in this matter. For this purpose, probably finance is the most important point, and that is why I want to make certain observations with regard to Demand No. 12 which deals with the contribution of railways to the general revenues. I have had occasion to say a few words about it when the resolution about the convention came up before the House. Therefore for the improvement of the speed of the trains, goods or passengers, probably finance is the most important factor. We are told that in other countries it is not a question of profits or anything like that in respect of the railways and that the Governments help the railways there. At least in Eng and it is so. What is the position in our country? How does the railway finance stand here?

Mr. Chairman: Two minutes more.

Shri Achar: I am afraid I have not been able to touch my main points of the debate yet. I am not objecting on the point of raising of the interest from 4 to 4¼ per cent. But what I find is when we come to amortisation, they say the railway finances are in a very very tight condition. In spite of that, they raised it by a quarter per cent. I would not have minded that, but we find that the railways are used as a means of taxing the general public—not even the general public, but one section of the public, who are using the trains.

We have got a lot of contributions made by the railways. Let us go into the question of coal and many things which are carried as if the railways are a charitable institution. I am not objecting that coal should not be made available; I am not objecting to the foodgrains being carried. But we must

see how much is being contributed by the railways. For example, we are told that coal is being carried below cost—it comes to 3 or 4 *naya paise* per ton-mile below cost—and for large distances. Now there is a proposal to make coal available at the same price all over the country. This is one instance I am giving. Food and several items are being carried by the railways as if it is a free gift. It may be a proper thing and the State may require it, but the point is, the railways are a commercial service, as it is often stated. It is a utility service, but certainly it is not a charitable institution. If the railway finances are to be improved, I submit at least to the extent these reductions are given by the railways, the railways must get a reduction in their contribution to the general revenue.

Coming to the catering department, I am told the policy is no profit, no loss. But what I find is that the catering department is running at a loss and subsequently I find there are certain communications also produced by the railways which show that they have taken up vending also because catering has become a losing concern. The small vendors are issued certain things for sale and these things are not taken back, with the result that the hawkers even sell stale things. So far as the price is concerned, the policy is if there is a loss on the catering department, they must make it up from the hawkers. I want the authorities to consider this aspect of the question also, because this is a very bad policy.

Lastly, I put a question about certain passengers being attacked in a railway compartment. There were more than 10 or 15 people in the compartment in the North-eastern Railway. Three or four robbers came and attacked them. A question was put on this and a reply was given. Then I put a supplementary question and asked, "How is it that two or three people were able to hold these 10 or 15 people and they were not able to pull the chain even?" The answer was, "You must go and ask them" Or; to give the exact words, the answer given was, "those people must be asked". Whose business is it? Is it my business to go and ask? Is it possible? Is that the way of looking at these things? It only shows callousness. It is for the department to make enquiries and give a reply. I would only appeal to the railway department to look at these things more sympathetically

बी० रघबीर सिंह (रोहतक): सभापति महोदय, मैं डिमांड नं० ६, ७, ८, १५ और १६ के बारे में कुछ निवेदन करना चाहता हूं। मैं मानता हूं कि जहां तक रेलवे के महकमे का आम तौर पर काम करने का तरीका है, वह देश को बहुत आगे ले गया और उस में काफी तरक्की हुई हुई। लेकिन कई चीजें हैं जिन में रेलवे का महकमा पीछे है अगर खास तौर पर देखा जाय तो जो ब्याज के नाते रेलवे का महकमा सन् १९५०–५१ के अन्दर २६.०१ करोड़ देता था, १९६०–६१ में यह रकम ५१ करोड़ ६० लाख के करीब हो गई और सन् १९६१–६२ में यह ५६ करोड़ ५५ लाख के करीब हो जायेगी। चूंकि उस की पूंजी है बढ़ती जाती है इसलिये कुदरती बात है कि उस का ब्याज भी बढ़ता जाता है। सन्, १९५०–५१ में ८२७ करोड़ के करीब पूंजी रेलवे पर लगी हुई थी। सन् १९६०–६१ में वह कोई १५५९ करोड़ के करीब हो गई होगी।

यह ठीक है कि जहां तक रेलों में सहूलियतें देने का वास्ता है हम काफी आगे गये हैं, काफी तरक्की हुई। तीसरे दर्जे के कम्पार्टमेंट्स में भी बहुत जगह बिजली के पंखे लगाने की कोशिश की गई और वे लगे हुए हैं। कई जगहों पर शिकायत भी हो सकती है कि कोई

[चौ० रणवीर सिंह]

कोई पंखे काम नहीं करते हैं, कहीं-कहीं पर टट्टियों के नलके काम नहीं करते, या कोई कम्पार्टमेंट टपकता हो सकता है, लेकिन फिर भी काफी से ज्यादा तरक्की हुई है और रेलवे एंजिनों, सवारी गाड़ी के डिब्बों और मालगाड़ियों के डिब्बों की तादाद काफी बढ़ी है । माल के डिब्बे पिछले पांच सालों में करीब १ लाख के बने, एंजिन २१०० के करीब बने और ८५०० सवारी के डिब्बे बढ़े। लेकिन इस के साथ ही मैं यह कहे बगैर नहीं रह सकता कि रेलवे लाइनें बहुत ज्यादा नहीं बढ़ीं । रेलवे लाइन पिछले दस सालों के अन्दर कोई ४८६६ मील लम्बी ही बढ़ी है । जहां हमने इस देश के अन्दर इतनी ज्यादा तरक्की की, सड़कें काफी ज्यादा बढ़ाई, कारखाने भी बहुत ज्यादा बढ़ाये, वहां रेल की लाइनें उतनी ज्यादा नहीं बढ़ीं हैं । मैं इसे शर्म की बात मानता हूं कि १३, १४ सालों में जो लाइनें पहले उठायी गयी थीं वह भी अभी तक नहीं बिछी हैं । इसकी कई एक मिसालें मुझे याद हैं । जैसा कि देहातों में कहा करते हैं : धोबी का कुत्ता न घर का न घाट का । रोहतक से पानीपत एक लाइन थी । रोहतक से गोहाना तक बना दी गई, लेकिन गोहाना से पानीपत तक अभी अधूरी पड़ी है । तो उसका न कोई आमदनी का हिसाब हो सकता है और न घाटे या नफे का हिसाब हो सकता है । आज देश में नई लाइनों को बिछाने की बड़ी आवश्यकता है, लेकिन जो लाइने उखाड़ दी गयी गयीं थीं उन को तो जरूर इस साल में बिछाने की कोशिश करनी चाहिए और अगर हम उसको नहीं बना पाते हैं तो यह हमारे लिये कोई शोभा की बात नहीं है । पहले तो हम कह सकते थे कि देश में लोहे की कमी है इसलिए नई लाइने नहीं बिछायी जा सकतीं या उन लाइनों को नहीं बिछाया जा सकता जो कि उखाड़ दी गयी थीं, लेकिन आज तो हमारे लोहे के तीन कारखाने चल पड़े हैं, जिन का हम ने बहुत प्रचार किया है, और उन में हर एक पर १५० करोड़ रुपया लगा है, और हम चौथा लोहे का कारखाना और खोलने जा रहे हैं। लेकिन अगर आज भी यह लाइन न बिछायी जा सके तो इस के लिये कोई वजह नहीं दी जा सकती ।

15 hrs.

हमारे राष्ट्रपिता ने हम को सिखाया था कि हमें सादा रहना चाहिए। तो जो बहुत ज्यादा आराम की बातें हैं उनको हमें छोड़ना चाहिए। सब से पहले आपको इन इलाकों में रेलें बिछाने की ओर ध्यान देना चाहिए जहां अभी तक रेलवे लाइन नहीं है, जिन इलाकों में पहले से ही रेलवे लाइन है उन में सुविधाएं बढ़ाने का विचार आपको बाद में करना चाहिये लेकिन हो यह रहा है कि जहां पहले से रेलवे लाइन मौजूद हैं उसी इलाके के लोगों को आप और ज्यादा आराम देने की कोशिश कर रहे हैं आपको पहले इन इलाकों की ओर ध्यान देना चाहिए जहां अभी रेलवे लाइन का आराम नहीं है । जिन इलाकों में पहले से रेलवे लाइन है वहां आप प्लेटफार्मों को और ऊंचा कर रहे हैं, तीसरे दर्जे के डिब्बों के अन्दर पंखे भी लगा रहे हैं; प्लेटफार्मों पर छाया भी कर रहे हैं, वेटिंग हाल बना रहे हैं और कर्मचारियों को और ज्यादा सहुलियतें दे रही हैं। लेकिन आपको पहले उन लोगों की ओर ध्यान देना चाहिये जिनको अभी रेलवे लाइन की सुविधा भी प्राप्त नहीं है ।

आप जानते हैं कि रेलवे सरकारी क्षेत्र का सब से बड़ा कारोबार है और इस के सरमाए में हर आदमी का सात आने का हिस्सा आता है । तो जिन इलाकों

में अभी रेलवे लाइन नहीं बनी है, उन इलाकों के लोगों के दिल में यह खयाल आता है कि हमारे हिस्से के सरमाए का क्या हो रहा है और वह किस के आराम के लिए काम में लाया जा रहा है । तो मैं चाहूंगा कि जो लाइने उखाड़ी गयी थीं वे सारी फिर से बिछायी जानी चाहिएं और जो लाइनें अधूरी छोड दी गयी हैं, जैसे गोहाना पानीपत लाइन है, उन को पूरा बिछाया जाए ।

इस के साथ साथ मैं निवेदन करना चाहता हूं कि नीति निर्धारण के मामले में भी कुछ गड़बड़ी है । रेलवे बजट के कागजातों से पता चलता है कि कोयले को देश के एक भाग से दूसरे भाग में ले जाने के काम में रेलवे को बड़ी लाइन पर ४७ नए पैसे फी टन माइल का घाटा रहता है और मीटर गेज लाइन पर फी टन माइल में २ रुपये २६ नए पैसे का घाटा रहता है । जहां तक नीति निर्धारण का सवाल है, इस हालत में यह विचार करना चाहिए कि किन इलाकों में बिजली की रेल जारी करें, या कहां डीजल गाड़ी चलायें । ये चीजें पहले उन क्षेत्रों में होनी चाहिएं जो कोयला क्षेत्र से दूर पड़ते हैं क्योंकि उन इलाकों में कोयला पहुंचाने में रेलवे को काफी घाटा उठ ना पड़ता है और उसका वर्किंग एक्सपेंस बढ़ जाता है । रेल चलाने में जहां हम को जनता के आराम का खयाल रखना है वहां यह भी ध्यान रखना चाहिए कि यह व्यापार है और इस से फायदा होना चाहिए । होना तो यह चाहिए था कि देश के जो क्षेत्र कोयला क्षेत्र से दूर पड़ते हैं वहां डीजल से रेल पहले चलायी जाती या वहां पर बिजली की रेल चलायी जाती जैसे पंजाब है, न कि कलकत्ते में, या मद्रास और बम्बई में जहां कोयला ले जाने में उतना खर्च नहीं होता । तो मैं चाहूंगा कि बिजली से रेल चलाने का या डीजल से चलाने का जहां तक सवाल है इसको सब से पहले पंजाब के अन्दर शुरू करना चाहिये जहां कोयला पहुंचाने में सब से ज्यादा खर्चा पड़ता है ।

इस के साथ साथ मैं यह भी कहना चाहता हूं कि जैसा मैं ने पहले भी कहा है, कि रेलवे सरकारी क्षेत्र में सब से बड़ा कारोबार है और इस में बहुत ज्यादा कर्मचारी हैं । मैं चाहता हूं कि इस विभाग में सरकार को एक नया तजुर्बा देश के सामने रखना चाहिए । अभी मेरे एक भाई ने कहा है कि वे रेलवे यूनियन्स मंजूर की जाएं जिन में सदस्यों की तादाद ज्यादा हो, और उन यूनियन्स की यह नीति है कि वे यह नहीं बतातीं कि किस चीज में रेलवे का फायदा हो सकता है और किस तरह रेलें कम खर्च में चल सकती हैं ; ये यूनियनें रेलवे से अपनी मांगें मंजूर कराने के लिए हड़तालें करती हैं । और हमारे रेलवे बोर्ड की यह नीति है कि वह उन यूनियन्स को मान्यता ही देता है जिनकी सदस्य संख्या ज्यादा है । मैं चाहता हूं कि रेलवे मंत्रालय को केवल उन यूनियन्स को ही मान्यता देनी चाहिए जो देश की नीति के अनुसार कर्मचारियों के हितों को आगे बढ़ाना चाहती हैं और देश हित को ध्यान में रख कर कर्मचारियों की तरक्की चाहती हैं । हम देखते हैं कि जो यूनियन्स हड़तालें करवाती हैं उन को हम मान्यता देते हैं और जो आदमी रेलों को अच्छे ढंग से चलाने में मदद देना चाहते हैं और देश की सेवा करना चाहते हैं, उसकी यूनियन्स को हम मंजूरी नहीं देते क्योंकि उन की तादाद कम है । इस तरह तादाद को देख कर अगर आप मंजूरी देंगे तो गाड़ी ठीक ढंग से नहीं

[चौ० रणवीर सिंह]

चल सकती क्योंकि हर जगह तादाद से काम नहीं चल सकता । अगर हम को अपना काम सही ढंग पर चलाना है तो उन यूनियन्स को मंजूरी देनी चाहिए जो कि देश के हित का ध्यान रखती हैं ।

श्री बाजपेयी (बलरामपुर) : आप भी तो तादाद पर ही यहां आए हैं ।

चौ० रणवीर सिंह : लेकिन सब जगह तो तादाद नहीं चल सकती । यहां तो आप एक बार आ गए, अब पांच साल तक आप रह सकते हैं चाहे सही काम करें या गलत करें । लेकिन बाकी जगह तो दूसरी बात है । जैसा मैंने पहले कहा हम को केवल यूनियन में मजदूरों की तादाद को ही नहीं देखना चाहिए, हम को उन चालीस करोड़ लोगों के हितों को भी ध्यान में रखना चाहिए जिन का सात सात आने का सरमाया इस कारोबार में लगा है । हमको उन लोगों का पहले ध्यान रखना होगा और एक बड़ी चीज के लिए हमको छोटी चीज को छोड़ना होगा ।

इस के साथ ही रेलवे की इकानमिक्स के बारे में भी कुछ कहना चाहता हूं । आज रेलवे को रोड ट्रांस्पोर्ट का मुकाबला करना पड़ रहा है इसलिए जरूरत है कि जहां स्टेशन की आवश्यकता हो वहां स्टेशन बनाए जाएं । लेकिन अजीब हालत है कि ऐसा नहीं किया जाता । मंत्री महोदय ने जिक्र किया था कि हम ने कई जगह फोरम खोले हैं । मैं तीन चार साल से लगातार इन फोरमों की मीटिंगों में कोशिश कर रहा हूं कि तीन चार जगह नए स्टेशन खोले जाएं लेकिन अभी तक कामयाबी नहीं मिली । मैं आपको बताऊं कि रेलवे बोर्ड के चेयरमैन सरदार करनेल सिंह गोहाना रोहतक लाइन इनागुरेशन के वक्त खुद मौजूद थे और उन्होंने माना था कि रोहतक कैम्प पर एक फ्लैग स्टेशन होना चाहिए और उस के लिए वायदा भी किया था लेकिन वह स्टेशन नहीं बना । मैं ने यहां सवाल किया तो उस के जबाब में बताया गया कि यह नहीं सकता और यह स्टेशन अब नहीं हो खोला जा सकता । हालांकि जब फ्लड आया था तो यहां एक स्टेशन बनाया गया था और उस से आमदनी भी होती थी, लेकिन मालूम नहीं कि इनका क्या हिसाब खाता है । कौन इन को बतलाता है कि आमदनी होगी या नहीं होगी । जहां कोयले की कमी नहीं है वहां बिजली की रेल चलाते हैं और डीजल से रेल चलाते हैं जिस में ज्यादा खर्चा पड़ता है । तो मैं चाहता हूं कि रोहतक कैम्प पर एक स्टेशन बनाया जाए । इसी तरह से सफीदम और बूढ़ा खेड़े के बीच में एक स्टेशन बनाया जाए और नारवाना और कलायत के बीच एक स्टेशन बनाया जाए । बाजपुर और गूलर भोजा दो स्टेशनों के बीच ११ मील का फासला है, इन के बीच में भी एक स्टेशन बनाया जाए । तीन जगहों को तो रेलवे मंत्रालय ने मंजूर किया है और कहा है कि गौर कर रहे हैं, लेकिन उम्मीद ही उम्मीद में तीन साल तो चले गए । अगर आप इसी रफ्तार से चलेंगे तो आज के मुकाबले के जमाने में किस तरह से काम चलेगा ।

Shri Indrajit Gupta: Mr. Chairman, I think the discussion which is taking place in the last few days has brought one thing above all else to light, and that is the fact that the year 1960 will probably go down in the history of our Five Year Plans as the year of the great transport muddle.

This is being brought to light by many speakers. They have dealt with many aspects of it because they are very intimately connected with the operational efficiency of the railways. I am not trying to dwell in detail on this problem all over again, but I think only a part of the truth is beginning to be realised now in the course of this discussion. Almost every passing day is bringing more and more news and reports which, I think, are most alarming. Anybody who has the interests of the economic development and planning of this country at heart cannot but feel deeply concerned.

For example, only a couple of days ago there was news that due to this shortage of wagons the National Coal Development Corporation has decided to curtail the production of coal both in the east, that is, in the Karanpur group of collieries in Bihar, and also in the Kurasia group in Madhya Pradesh. I read it in the newspapers. If this report is correct, it means that the effect of this chronic shortage of wagons is being felt equally both in the eastern sector of the mining area and in the western sector.

There was another report a couple of days ago, namely, that the total accumulations of coal at the pithead in Bengal and Bihar—only in Bengal and Bihar—amount to between 3 million and 4 million tons, worth about Rs. 7 crores, and that this cannot be moved because of the shortage of transport. In this way many examples can be given. But the question I want to raise is this.

It is alleged that there has been a shortfall of about 8,000 wagons in the Second Plan target of the Railways. First of all, I want confirmation from the hon. Minister whether this is correct or not. If it is correct, I want to ask what the shortfall is primarily due to. I am not clear yet from all the statements and replies that I have heard uptill now about it. As far as ways comes primarily from two sources. One is imports from abroad which we are trying to cut down. Quite right. Perhaps we do not import any more at all. Well and good. In that case the indigenous supply comes almost entirely from the private sector. A few wagons, I do not know whether they are actually manufactured, but it may be that they are assembled or something like that is done in the railway workshops proper. But the overwhelming bulk of our wagon supply is dependent on certain big engineering firms in the private sector, like, Jessops, Braithwaites, Martin Burn and so on. If it is true that we are not importing any wagons but are entirely dependent on the production of these firms in the private sector and if it is also true that there has been a shortfall of 8,000 wagons in the Second Plan traget, I want to know the reason for this. Is there something wrong in planning or is it that these firms have failed to execute their orders on time? Or what is it due to? I would, therefore, ask a question and make a suggestion also as to whether it is not high time, in view of this very serious crisis that we are going through, that the Government should seriously consider the question of augmenting the present supply of wagons from the private sector by starting production in the public sector also. I see no reason why wagons should not be manufactured in the public sector when we are in such a state of acute shortage and crisis.

We have got very good plants manufacturing railway coaches or locomotives. We have got the Perambur workshop, the Hindustan Aircraft and the Chittaranjan Locomotive Works. We have got the various normal workshops on the various railways. They are big workshops. I want to know why it is not possible to invest some capital and utilise, if necessary by expansion, the capacity of some of these existing workshops and factories for the manufacture of wagons in the public sector. Otherwise, I do not see how this shortfall is going to be made up and nor do I consider it a correct

[Shri Indrajit Gupta]

policy to be entirely dependent on the private sector. In a sense one can say that the fate of the Plan of industrial development of the country depends on whether the railways are able to cope with this task or not. Then I think it is contradictory and a wrong policy for us to be dependent almost wholly on certain big private firms for the supply of wagons. Therefore I ask this question and suggest that this thing should be taken up seriously. The question of wagon production in the public sector should be considered.

I do not think there are any difficulties in the way due to shortage of technical personnel and all that because, as I mentioned earlier in connection with the Supplementary Demands also, I find that quite a large number of trained technical personnel in the form of apprentices who complete five years' training at these various railway workshops are appraently not in a position to be absorbed today. On the one hand, we have surplus apprentices who, after being kept there for training for five years, are either dismissed because they cannot be absorbed or are shunted about from place to place. I know the case of a certain batch of apprentices from Kanchrapara Workshop who, after they had completed their training, were ordered to go to Chakradharpur. When they arrived at Chakradharpur, they were told that there was no vacancy for them there and they were shunted back to Kanchrapara. They were asked again to go to Asansol from where they were again sent back to Kanchrapara because there was no work for them. This position obtains in Kanchrapara, Kharagpur and Chittaranjan workshops. I know a large number of these young trained apprentices are either not absorbed or are just told to go away because there is no employment for them. So we have this curious situation. We have a Central plan and the railways, being a key lynchpin of this planned economy, suffering from a critical shortfall of wagons. Yet, the production of wagons is entirely dependent on the private sector and trained personnel, technicians in the form of apprentices, are being produced but cannot be absorbed. So I suggest that some better co-ordination should be developed in this field and wagon production should be systematically developed in the public sector. I do not say that it should not be given at all to the private sector, but the point now is that we need many more wagons and therefore capacity should be augmented in this way.

I wish to draw a little special attention to one of my cut motions because I do not think anybody else has quite suggested anything on those lines. It is with regard to the need for introducing some shortterm concessional return fares on the occasion of the Muslim festival of Id. I just want to develop this point today. It is a very good thing that on our railways there are a number of such concessions in force on the occasion of Christmas and New Year or Dussehra and Puja holidays and so on. As we know very well, lakhs and lakhs of people avail themseves of this. But I myself have felt this and representations have also been made that particularly in big cities, like, Calcutta or Bombay or other big industrial centres where there is naturally a large number of Muslims also working who have left their native homes, villages or provinces from which they hail, these people are really compelled by social and religious reasons to take certain amount of leave at the time of Id, which is the biggest festival of the Muslims, and to go back to their homes and villages in order to be with their families. Particularly, in Calcutta and in Bombay, I know, tens of thousands of Muslims from the U.P., Bihar and other provinces are working in various industries and so on. I suggest that it would be a really great boon and a benefit to them if the Railway Ministry considered sympathetically this question of introducing at best for a short term, for a week or ten days at that time, the benefit of concessional

return fare, which, I ensure would be welcomed very much by all these tens of thousands of Muslims and would be a very good gesture in a secular State like ours.

These are the points that I would like to make.

श्री राम शरण (मुरादाबाद) : सभापति जी, रेलवे मंत्रालय ने यात्रियों को—और विशेषकर तीसरी श्रेणी के यात्रियों को—जो सुविधायें दी हैं, उन के लिए मैं उन को बधाई देना चाहता हूं और वह बधाई का पात्र है भी। लेकिन साथ ही मैं यह भी कहूंगा कि एक तरफ़ माल गाड़ियों की कमी की वजह से आजकल जगह जगह—खास तौर पर बड़े बड़े शहरों में—कोयले की न सिर्फ विकास के कामों के लिये, बल्कि साधारण कामों के लिये भी कमी पड़ गई है और बहुत से काम बन्द पड़े हुए हैं और दूसरी तरफ हजारों की तादाद में सवारी गाड़ियां बनने के बावजूद रेलों में ओवर-क्राउडिंग पहले की तरह अब भी नजर आती है। जब किसी पव या मेले के समय सफ़र करने का अवसर मिलता है, तो देखा जाता है कि तीसरे दर्जे के डिब्बों में जितने मुसाफ़िर अन्दर बैठे होते हैं, कमो-बेश उतने ही छत पर या वफ़र्ज पर बैठे होते हैं। वहां बैठने पर उन को जान का खतरा तो रहता ही है, देखने वालों को देखने से ही डर महसूस होता है। अभी साल भर की बात है कि अखबारों में छपा था कि मथुरा जिले में इस प्रकार की दुर्घटना हुई कि पुल से टकरा जाने से बैठे हुए बहुत से यात्रियों की जानें चली गईं। यात्रियों का ऊपर बैठना अभी भी बन्द नहीं किया गया है। जहां पर यह दुर्घटना हुई थी, अब भी लोग वहां रेल के डिब्बों के ऊपर बैठते हैं, लेकिन पुल आने पर उन को उतार दिया जाता है। मेरे कहने का तात्पर्य यह है कि सब सुविधायें होते हुए भी ओवरक्राउडिंग बदस्तूर जारी है और डिब्बों के ऊपर पुरुष ही नहीं, स्त्री और बच्चे भी बैठते हैं, जहां कोई सहारे की चीज नहीं होती है। जितनी जल्दी इस को खत्म किया जाये, उतना ही अच्छा है और रेलवे विभाग को इस ओर अवश्य कदम उठाने चाहिये। इस के लिये यह जरूरी है कि पर्व और मेलों के अवसरों पर स्पेशल गाड़ियों को चलाने का प्रबन्ध किया जाये।

इसी से सम्बन्ध रखने वाली एक दूसरी समस्या बिना टिकट सफ़र करने वालों की है। आज साल में हजारों नहीं, लाखों यात्री बिना टिकट के यात्रा करते हैं। ओवरक्राउडिंग उन की वजह से भी होता है। अगर इस को किसी प्रकार से बन्द किया जा सके, तो एक तरफ़ तो जो भीड़ इनके कारण होती है, वह रुकेगी और दूसरी तरफ़ रेलवे को तीसरे दर्जे के मुसाफिरों से जो आमदनी होती है—जो लगातार बढ़ती जा रही है—वह और ज्यादा बढ़ेगी। लोगों के बिना टिकट के यात्रा करने में रेलवे कर्मचारियों का भी हाथ रहता है—चाहे लोग उन के प्रोत्साहन से जाते हों, चाहे उपेक्षा से, चाहे वे इस को नजर-अन्दाज कर देते हों। साथ ही यह भी देखना चाहिए कि प्रोत्साहन और उपेक्षा के अतिरिक्त बहुत ज्यादा लोगों के टिकट चैक करने में रेलवे कर्मचारियों का काबू भी नहीं रहता है। बड़े स्टेशनों पर इतना ज्यादा रश होता है कि बहुत सारे लोग बिना टिकट दिये हुए निकल जाते हैं। अगर वहां पर ऐसा प्रबन्ध हो कि लोग लाइन लगा कर एक के बाद एक जा सकें, तो बिना टिकट के यात्रा को रोकने में आसानी होगी।

छोटे स्टेशनों पर अक्सर यह देखा जाता है कि बहुत से लोग बजाये निर्धारित जगह से बाहर निकलने के प्लेटफ़ार्म के इधर या उधर से निकल जाते हैं, या ट्रेन के दूसरी तरफ़ से निकल जाते हैं। छोटे स्टेशनों पर यह प्रबन्ध किया जाय कि कुछ कर्मचारी अधिक बढ़ाय जायें और बड़े स्टेशनों पर लोगों के टिकट को चैक करने का ठीक प्रबन्ध हो, या, जैसा कि एक माननीय सदस्य ने सुझाव दिया है, सब गाड़ियों में कारीडार सिस्टम हो—इस से

[श्री राम शरण]

खर्च तो होगा ही, लेकिन आमदनी भी ज्यादा होगी । अगर इन सुझावों को क्रियान्वित किया जाय, तो आशा है कि रेलवे की आमदनी बहुत बढ़ जायगी और भीड़ भी कम हो जायगी ।

रेलवे विभाग ने बहुत सारी जनता एक्सप्रेसिज़ चलाई हैं, जिस से तीसरे दर्जे के मुसाफ़िरों को एक जगह से दूसरी जगह जल्दी जाने में बहुत सहूलियत होती है । नार्दर्न रेलवे में अमृतसर, सहारनपुर, लखनऊ, हावड़ा, यह जो मेन लाइन का सेक्शन है, इस पर जनता एक्सप्रेस नहीं चलती हैं । फ़िलहाल बनारस से देहरादून और हावड़ा से देहरादून, ये दो गाड़ियां चलती हैं, लेकिन वे भी पहले सप्ताह में एक बार चलती थीं और हाल ही में दो बार चलने लगी हैं । लेकिन सप्ताह में एक या दो बार चलने से मुसाफ़िरों को सुविधा नहीं होती है । बहुतों को याद नहीं रहता है कि कौन से दिन यह गाड़ी चलेगी । इसलिये यदि दो एक्सप्रेसिज़ की जगह एक एक्सप्रेस हो, जो हावड़ा से देहरादून, या हावड़ा से अमृतसर तक चले, तो लोगों को बहुत सुविधा होगी और दूसरी गाड़ियों में भीड़ कम होगी । मुझे आशा है कि रेलवे अधिकारी इस ओर ध्यान देंगे और इस लाइन पर एक एक्सप्रेस चलाने का प्रबन्ध किया जायगा ।

श्री गौतम (बालाघाट) : माननीय सभापति जी, रेलवे विभाग सब ओर प्रगति कर रहा है । उस ने बहुत उन्नति की है, परन्तु कुछ रेलवेज़ ऐसी हैं, जैसे साउथ-ईस्ट्रन रेलवे का नैरो-गेज सैक्शन है, जो बिल्कुल पिछड़ी हुई हालत में है । मैं खासकर गोंदिया-जबलपुर लाइन की बात कर रहा हूं । यह लाइन बहुत पुरानी है और बीस साल पहले उस की जो गति थी, आज उस से भी धीमी हो गई है । उस का कारण यह बताया जाता है—जो ठीक भी है—कि उस की स्लीपर्स लकड़ी की हैं, जो कि बहुत से सड़ गई हैं और लोहे की पातें घिस गई हैं, जिस से वे ट्रेन का बेट अच्छी तरह नहीं उठा सकतीं और इसलिए वहां पर गति कम हो रही है । आज उस लाइन पर जो गाड़ियां चलती हैं, उन की गति दस मील प्रति घंटा है, जब कि दूसरी जगहों पर गाड़ियों की गति चालीस मील प्रति घंटा तक है । मैं रेलवे मंत्री महोदय से प्रार्थना करूंगा कि वह साउथ-ईस्ट्रन रेलवे के नैरोगेज सैक्शन, गोंदिया से जबलपुर, या जो दूसरी नैरोगेज लाइन्ज़ हैं, चांदा से गोंदिया, उन का ख्याल करें, उन में उन्नति व सुधार करें ।

बालाघाट साउथ-ईस्ट्रन रेलवे पर एक महत्व का स्थान है और वह अच्छी प्रगति कर रहा है । वहां पर ओवर-ब्रिज की खास ज़रूरत है, क्योंकि जहां रेल कटती है गोंदिया रोड से, वहां मोटर-गाड़ियों, बसों और ट्रकों को आधा आधा, एक एक घंटा ठहरना पड़ता है और नाहक लोगों का टाइम बरबाद होता है, यहां तक कि दो मिनिस्टरों को भी वहां पर आधा आधा घंटा ठहरना पड़ा, क्योंकि गाड़ियों के लिए फाटक बन्द करना पड़ा । इसलिये वहां एक ओवर-ब्रिज की व्यवस्था की जाये ।

बालाघाट ज़िले में मैंगानीज़ का बड़ा व्यापार है और केन्द्रीय सरकार की यह योजना है कि इस जिले में बाह्याटीकूर में जो रीफ़ है, वहां से भिलाई को बड़े भारी तादाद में माल सप्लाई किया जाये । जब इतने बड़े कारखाने के लिए वहां से माल भेजा जाता है, तो नैरोगेज से उस का काम होने वाला नहीं है । इस लिये कम से कम कटंगी से ले कर गोंदिया तक ब्राडगैज लाइन कर दी जाये, ताकि गोंदिया में नैरोगेज से ब्राडगेज में माल ले जाने के लिये मजदूर लगा कर जो खर्च और तकलीफ़ उठानी पड़ती है, वह दूर हो जाये । इसलिए मैं कहना चाहता हूं कि गोंदिया से कटंगी के बीच जो नैरो-गेज है, इसको ब्राड गेज कर दिया जाये और कटंगी से तिरोड़ी तक जो आठ मील का टुकड़ा है, जहां पर अभी रेलवे लाइन बिल्कुल

नहीं, यहां पर भी रेलवे लाइन बिछा दी जाये और इसको भी ब्राड गेज बना दिया जाये । यदि ऐसा कर दिया गया तो इसका परिणाम यह होगा कि भंडारा जिले से बालाघाट का ज्यादा अच्छा सम्पर्क हो जायेगा । साउथ ईस्टर्न रेलवे पर गोंदिया से जबलपुर तक जो इस समय नैरो-गेज है, इसको ब्राड गेज बना दिया जाना चाहिये । यदि ऐसा कर दिया गया तो इसके बहुत से लाभ होंगे । इस समय दूर क्षेत्रों में रेलवे लाइन के न होने के कारण जंगलों का सामान जैसे लकड़ी इत्यादि पूरी तरह बाहर नहीं जा सकतीं है और इसका नतीजा यह है कि वहां के लोगों का जीवन स्तर नीचा है । साथ ही साथ जंगलों से आमदनी के जो दूसरे जरिये हैं, उनका भी रेल की व्यवस्था न होने के कारण पूरा पूरा उपयोग नहीं किया जा सकता है । इस वास्ते अगर गोंदिया से जबलपुर तक ब्राड-गेज बन जायेगी तो वहां के निवासियों को हर तरह से सुविधा होगी ।

इसी तरह से जो बस्तर जिला है, वह काफी पिछड़ा हुआ है । वहां पर दण्डकारण्य स्कीम चली हुई है । हम कहते हैं कि वहां लोग बसने के लिये जाते नहीं हैं । हमें देखना होगा कि उनके वहां न जाने का क्या कारण है । इसका कारण यह भी है कि दो-दो सौ मील तक लाइन ही नहीं है । इस तरह के इलाकों का अगर रेलवे ख्याल नहीं करेगी तो और कौन कर सकता है । हम देखते हैं कि जहां पर सिंगल लाइन है, वहां पर डबल लाइन की व्यवस्था की जा रही है, एक लाइन के पैरेलल दूसरी लाइन बिछाने की व्यवस्था की जा रही है और कई स्थानों पर इस तरह की व्यवस्था पहले से है । लेकिन जो पिछड़े हुए इलाके हैं वहां पर दो दो, तीन तीन और चार चार सौ मील तक कहीं भी रेलवे लाइन ही नहीं है । हमें देखना होगा कि क्या हम पहले इन पिछड़े हुए इलाकों में रेलवे लाइन बिछायें या जहां पहले से ही लाइन है वहां डबल लाइन बनायें । जहां तक डबल लाइन बनाने का सवाल है, वह काम पीछे हो सकता है, उससे कोई अधिक नुक्सान नहीं होगा । परन्तु जो पिछड़े वर्गों के लोग हैं, जो जंगलों में रहने वाले लोग हैं, जो आदिवासी लोग हैं और जिन के इलाकों में कई सौ मील तक लाइन नहीं है, वहां पर लाइन बिछाने की व्यवस्था की जाये और अगर ऐसा न किया गया तो ये इलाके पिछड़े के पिछड़े रह जायेंगे । वहां पर कुछ थोड़ी बहुत बसें हैं, ट्रक्स हैं, लेकिन रेलवे लाइन नहीं है । वहां पर अगर आपने रेलवे लाइन बनाई तो बस्तर, सरगुजा, मंडला, बैहर इत्यादि जो क्षेत्र हैं, जो बहुत पिछड़े हुए हैं, उनमें रेलवे के साधन सुलभ हो जायेंगे और उनका पिछड़ापन कुछहद तक इससे दूर हो जायेगा । मैं आशा करता हूं कि इस ओर आपका अवश्य ध्यान जायेगा ।

अभी रेलवे मंत्रालय ने एक नियम बनाया है जिस को ले कर व्यापारी वर्ग में कुछ असन्तोष फैल गया है और कुछ व्यापारी लोग समझते हैं कि उनके साथ बेइंसाफी की गई है । नैरो-गेज पर अब तक वैगन का जो बैम्बू का कंसाइनमेंट हुआ करता था वह २५० मन का समझा जाता था और लकड़ी के लिए १८० मन का समझा जाता था । चूंकि नैरो-गेज में वैगन छोटी होती है और उसमें क्वांटिटी कम आती है, इस वास्ते इसको ऐसा समझा जाता था । इसके मुकाबले में ब्राड गेज में कंसाइनमेंट ३६० मन का एक वैगन में समझा जाता था । अब रेलवे ने यह नियम कर दिया है कि ब्राड-गेज के ३६० मन के कंसाइनमेंट की तरह से ही नैरो-गेज में भी ३६० मन का कंसाइनमेंट होगा । इसका मतलब यह हुआ कि लकड़ी का १८० मन के बजाय ३६० मन का कंसाइनमेंट माना जायेगा और बम्बूज का जो २५० मन का वेट माना जाता था, उसके बजाय ३६० मन का माना जायेगा । यह ठीक नहीं जंचता है । यह न्यायोचित नहीं मालूम देता है । मैं आशा करता हूं कि इस बारे में माननीय मंत्री जो कुछ भी कर सकते हैं, करने का प्रयत्न करेंगे, जो कुछ भी राहत दे सकते हैं, देने की कोशिश करेंगे ।

[श्री गौतम]

एक आखिरी बात मैं ट्रांस्पोर्ट के बारे में कह कर समाप्त कर दूंगा । चावल तथा दीगर अनाज जोकि बहुत जरूरी चीज है, वैगंज न मिलने की वजह से लाया ले जाया नहीं जा रहा है । यही हाल टिम्बर तथा मैंगनीज का है । उसके ट्रांस्पोर्ट का उचित प्रबन्ध नहीं है और काफी तादाद में वह पड़ी हुई है । वेगंज न मिल सकने के कारण ये जहां हैं, वही पड़ी हुई हैं । दूसरी चीजों का भी यही हाल है । इसका नतीजा यह होता है कि बसिस और ट्रक्स के जरिये सामान जाता है और उसके फलस्वरूप सरकार को और रेलवे विभाग को नुकसान होता है । यहां बताया गया है कि वैगंज इस वास्ते नहीं मिलते है क्योंकि उनकी कोल की मूवमेंट के लिए जरूरत है । लेकिन मैं मंत्री महोदय से प्रार्थना करता हूं कि जहां तक हो सके और जितनी हो सके, उतनी वेगंज दूसरी चीजों के ट्रांस्पोर्ट के लिए मुहैया करने की वह कोशिश करें ।

Shri Neswi (Dharwar South): I would like to emphasise a few points only because of want of sufficient time. Firstly, I would like to say, with all the explanation given by the Deputy Minister just a few minutes ago that South India has been neglected, and there is no doubt about it.

Shri D. C. Sharma: I agree with the hon. Member.

Shri Neswi: All the explanations that have been given are not at all satisfactory. Explanation one way or the other will be given, and is given by anybody and everybody, but the facts are there for anyone to see. I cannot develop the point, because I do not have enough time. I have simply touched it.

In this connection, I would like to say that the Hubli-Karwar line which is a distance of only 100 miles, which is a foreign exchange earning line has been neglected In fact, it is as important as any other industrial development. So also is the case of the Hassan-Mangalore line. These two lines would have earned a lot of foreign exchange provided they had by now been opened. Without foreign exchange, our imports will suffer. Consequently, all the industrial development which does depend upon foreign exchange would also suffer. If you forget this point, I do not know how you will be able to develop the industry. I do not want to speak on that any more.

If these railway lines are constructed, for instance, the Hassan-Mangalore line, then people coming from Mangalore to Bangalore will save about three hundred miles. Those coming to Delhi *via* Bombay will save about seven hundred miles. That passengers coming from that side *via* Bangalore to Delhi will save 700 miles is not a small thing. There are other points too; railway transport is not only meant for industrial development but for so many other things. So, these lines which are important from other points of view also should be taken into consideration.

Now, I come to the speed of trains. As a matter of fact, the train that is running between Hubli and Sholapur is so slow that I think it hardly moves 10 miles or so per hour. Shri Lal Bahadur Shastri, when he was the Railway Minister once visited Hubli; he travelled exactly by that train, and expressed that he was very sorry that the train was moving so slowly, and he said that the train would be speeded up. I do not know how many years have passed Still, the same speed is there. Of course, explanation will be given that the track is not strong or something like that. Explanations are there, and we do not want to hear them for years together. We could understand explanations for one year, two years or three years, but explanations for ten years, decades and centuries cannot be well understood, and cannot be considered as satisfactory. Similarly, the distance between Bangalore and Poona is about 626 miles. The speed of the train on that route is also very slow. Compared to other broad gauge and even metre gauge trains elsewhere, the speed is very slow, and it should be speeded up.

With regard to the sanitary conditions, I want to speak very emphatically. As a matter of fact, if we look to the overall picture of the progress of the railways, really the Railway Ministry deserves commendation, and I do gave it. I have moved throughout India as a Member of the Public Accounts Committee, and I have seen the great projects going on, and I congratulate the Railway Ministry. I say that if we look to the overall picture of the progress of the railways, they have done well. If we go into details and try to pin point where and how they have failed, there are many things to be improved. One of these is about sanitary conditions. As a matter of fact, food is the most important thing, which should be kept in hygienic condition. But wherever you travel, you will see that always milk is sold in open glass without any cover. I have brought this to the notice of the station masters concerned. But still this practice is going on as before. They will not cover the milk to be sold. Then milk is always to be sold without mixing sugar. There are rules to that effect. But still it is always sold with sugar. Why? It is to cover up adulteration, because when sugar is mixed, you cannot easily say whether it is good or bad. So milk should be sold without mixing sugar and in the best hygienic way. It should be covered with cloth or something like that. I do not know how the spervisors are doing their duty. They are moving every now and then on the railways. Even the officers of the Railway Board and the Railway Board Members are moving. I do not know how they have missed this. Everybody says that everything is okay. Is it only we who are seeing these faults? Every officer, big or small, should try to find out where the mistake lies in the administration. But no, they only try to justify what they have done. That should not be the approach. Not only the supervisors, but even the General Managers and Railway board members, whenever they travel, should try to know how things are going on. Then I think within a month or two everything will be okay. I do not know why we people should bring all these things to their notice on the floor of the House. Everybody is simply trying to move along the current.

As regards food, my hon. friend was saying just a few minutes ago that it is said to be very fine. I do not know what he meant by it. I do not know whether they have tasted the food. We are tasting it. We take the *chapatis*, we know how they are prepared, what rice is served and what milk is given, how vegetables are prepared and so on. There is too much of oil, too much of this and that. That is why when I travel I try to avoid taking that food. When I travel, I somehow manage with fruits etc. This shows that there is deterioration in the quality of food. This should be improved.

Then there are some trains, especially from Poona to Banaglore, which sometimes move fully overloaded. Even at such times there is only one ladies compartment in a train. In a big train like a mail or express if only one such compartment is provided, when there are so many more people than the capacity, they cannot travel conveniently. So on such trains, there should be two ladies compartments, instead of one.

I wish to bring one more thing to the notice of the authorities. When there are local festivals here and there, there should be additional trains run. But that is not done. In many cases, I have brought it to the notice of the officers many times. I will give one example. Just about a month back, I was travelling from Hubli to Byadgi. The train was so full that some people were travelling standing on the footboard. There is some wire or signal-post just near the track. A man who was standing outside on the footboard got hit on the head. His head was broken and he fell down; I do not know whether he died or what happened afterwards. On that day there was some festival and people were coming and going. So when-

[Shri Neswi]

ever there are such local festivals, there should be additional trains run to cope with the traffic. I have brought this to the notice of the authorities. But still it has not been attended to.

A man losing his head is not a small thing. I know that sometimes the drivers are punished. I know there are punishments, severe punishments, when complaints are made. Sometimes the punishment is out of proportion to the offence. For a small thing, a big punishment is given and for a big offence, a small punishment is meted out. Things of this nature do occur.

These are the things I wanted to bring to the notice of the House. I hope the Ministry will take all possible care and see that such things are looked into in detail. The smaller things are as important as the bigger things. So let us not look only to the bigger things. Let us also try to look into things in detail.

Shri T. V. Vittal Rao: Before I make some observations on the various Demands, I would like to highlight one factor, that is, that the railways have failed to move the goods offered for traffic currently. This is not only with regard to coal, but in respect of rice from Vijayawada to destinations in the south, with regard to jaggery, charcoal, timber and fire-wood from Bhadrachalam Road station to Vijayawada and south of Vijayawada.

I have seen the statement of the inter-Ministerial Committee that they are seized of this question of the movement of coal traffic. What is heartening is that they will make efforts to to see that the coal raised in our country will be moved by railway. The other day I was very surprised to hear the hon. Minister of Steel, Mines and Fuel say that on account of the transport bottleneck, we should switch over to furnace oil, wherever coal could not be moved. Even when he made that statement, I raised the question of foreign exchange. How is it that when there is abundant coal in our country, we should import furnace oil involving foreign exchange? I am glad to find that in that Cabinet Committee—if reports are correct—they have rejected this suggestion to switch over to furnace oil, but efforts would be made to move coal wherever it is required.

There has been so much said about the coal that has been moved from the Bengal-Bihar coal fields. But the position is that in the Singareni collieries there are 70,000 tons at the pitheads. Why was this coal not moved to the south? This has happened in spite of the fact that the Singareni collieries are developing their mines according to plan. It is not that one fine morning they have raised a huge quantity of coal. The fact is that they have their plans and they raise their coal according to that plan.

During the early part of November, 1960, there was an uproar in this House about the short supply of wagons on the South-Eastern Railway. Instead of going into the question properly, what they have done is to do the easy thing of removing wagons on the Central Railway serving the Singareni collieries to supply stations in the south, and sending them to the South-Eastern Railway. 150 wagons were sent from there. That is why there is accumulation of stocks. When we put a question, we are given the wonderful reply that the siding is not completed. All right. Granting that they are not able to move the 20,000 tons at the Mandamari colliery from Belampalli, because there is no siding, what about Kothagudam?

Shri Shahnawaz Khan: Why not load on Sundays?

Shri T. B. Vittal Rao: I will come to that, which is a very good suggestion.

So stock has been accumulating there with the result that mines have

to be closed on some days because there was no place even to dump this coal.

Now, I come to this question of Sunday loading. I think this is a very unwise thing. Wherever there is mechanical loading it is impossible to load on Sundays because Sunday is specially kept for the maintenance and repair of conveyor belts etc. Can you ever show me any place where a belt is working all the 7 days? I do not know whether the Members of the Railway Board have discussed with the industry—those who are connected with the coal industry—this aspect. Wherever there is manual loading it is possible to load on Sundays. But it is not possible where there is mechanical loading.

Even assuming that Sunday loading is possible, there are 58 bunkers. They were prepared to load on Sundays. They were loaded on a Sunday. If you see the list, on Monday the wagons supplied were far less than the requirements. Even on Sundays you are not able to supply the required number of wagons. Why not enquire into all these things? I had demanded in one of my public statements a probe to be made into these things to fix the responsibility and punish those persons who are responsible, for they have acted against national interests. On his or their failure a policy decision had to be taken to switch over to furnace oil. Fortunately for us,, the Inter-Ministerial Committee has rejected that suggestion. Anyway, this bottle-neck is there.

Then I come to this corruption in the doubling of the Bara Jamda—Raj Kharaswan line. I have been putting several questions for the last few years. But, last Session I was given a reply which was very unsatisfactory. It was said that the work carried out was sub-standard. The Deputy Chief Engineer, Construction and the Divisional Engineer, Construction were suspended. Subsequently, it was revealed that there was a loss to the tune of Rs. 20 lakhs. Later on, further investigations were carried on and it was said that the loss was Rs. 9 lakhs. Subsequently, when I put another question in January, the reply was that no action could be taken against the Deputy Chief Engineer and the Divisional Engineer, who were under suspension because it had the sanction of the higher authorities. Who is this higher authority who has given this sanction? Action should be taken against him. The whole transaction seems to be very very suspicious. Therefore, I ask the Railway Ministry to appoint a Commission of Inquiry to enquire into the whole question of this corruption.

Shri Shahnawaz Khan: Did not the Special Police Establishment look into it?

Shri T. B. Vittal Rao: Yes; the Special Police Establishment have also looked into it. But it is said that it had the sanction of the higher authority. Who is the higher authority who has given this sanction to carry out earthwork below standard specifications? This is highly suspicious. First it was said that the loss was Rs. 20 lakhs. It was said in this House. Then, it was said, it was Rs. 9 lakhs. Subsequently, it is said that nobody is responsible. Therefore, I demand a Commission of Inquiry to be appointed to enquire into this.

I now come to the question of Assistant Surgeons on the Railways. Last time, Shri Shahnawaz Khan, the Deputy Minister said that they could not be made gazetted officers. But I find that in the reply which the hon. Minister has given in the Rajya Sabha in reply to the general discussion, he has stated that the question of giving the gazetted rank to the Assistant Surgeons who are medical graduates is under consideration. I hope he will take a decision quickly on this.

Then, there is the recommendation of the *Ad Hoc* Tribunal, the Shankar Saran Tribunal in 1957, which was appointed in the year 1954. It has given its award. It was said that they

[Shri T. B. Vittal Rao].

would be finalising the whole thing after the report of the Central Pay Commission was received. That report has also been received. It was a year ago. I would like to know what they have done with the Award of the Shankar Saran *Ad Hoc* Tribunal.

There are casual labourers being appointed in the Railways. Their number is something like 241,000. In many places, especially in Vijayawada division they are not being paid monthly scales in spite of the fact that they have put in more than 6 months of continuous service. The Minister has categorically stated that where they have put in 6 months' service continuously, they should be paid monthly scales of pay. This is not being done particularly in the Vijayawada division.

With regard to the question of new railway lines to be taken, in order to relieve congestion between Kazipet and Madras, a new line from Secunderabad to Ongale via Nalgonda and Macherla, should be taken up. Then only congestion will be relieved. This is the best time. Otherwise, the coal that is being raised in the Singareni collieries cannot be transported. If the railways want to save about Rs. 2½ crores, then, this is a very good opportunity. By utilising the coal that is raised from the Singareni collieries they can save Rs. 2½ crores which they are losing by transporting coal from Calcutta.

There has been one important recommendation of the Estimates Committee. I do not know the fate of that recommendation. It was recommended that the functions of the Chief Accounts Officer and the Financial Adviser should be bifurcated. The Chief Accounts officer should attend to routine work and the Financial Adviser should look after general budgeting and other things and tender advice to the administration. This is very essential because cost is a very big thing on railways. In spite of the indices which the hon. Minister has presented to us, I am unable to co-relate expenditure with performance. This is not possible. In other countries, we can co-relate expenditure with performance. I find that inadvanced countries they have been able to co-relate. They have said that this recommendation is very essential so that the railway administration, due to the timely advice received from the Chief Acconuts Officer would be able to exercise better check over expenditure and effect economy.

There was another thing which the Estimates Committee had stated. Some bungalows have been constructed for the officers in the Diplomatic Enclave. They have spent Rs. 24 lakhs and the rent realised is Rs. 21,000. That is 0·75 per cent. of the capital. So, the Estimates Committee have asked them to find out how there is this low rent.

One more point. I would like to know what happened to the suggestion made by the Estimates Committee that the Railways should undertake a thorough enquiry into the cost of construction of new railway lines. The cost of construction of new railway lines varies; In some places it is Rs. 6 lakhs per mile; in some places it is Rs. 9 to Rs 14 lakhs. The Committee have taken the statistics given by the Railway Board and their explanation; but in spite of that they have said that some sort of thorough enquiry should be made into the working of these new constructions.

Mr. Chairman: Shri D. C. Sharma.

Shri T. B. Vittal Rao: He has spoken in the general debate, Sir. He must be debarred from speaking now because he has spoken in the general debate.

Mr. Chairman: Did he take part in the general discussion?

Shri D. C. Sharma: Sir, I did not take part in the general discussion.

Mr. Chairman: Did you take part or not?

Shri D. C. Sharma: No, Sir.

Mr. Chairman: Very good.

Shri D. C. Sharma: Mr. Chairman, Sir, I have a great deal of hesitation in speaking about the Railway Ministry, especially when Shri Jagjivan Ram happens to be the Minister, and these two gentlemen, symbols of Hindu-Muslim unity, happen to be our Deputy Ministers. I have great regard for all these gentlemen, and therefore I cannot have that fire in me when I speak on our Railway Ministry which I should have.

There is one thing. The more I think of the Railway Ministry, the more I come to the conclusion that the Railway Ministry should be called the Ministry of Anomalies. I find that though the organisational set-up of this Ministry is very fine, and you have the Railway Board and all that kind of thing, somehow the dynamic spirit which is to be found at the top does not trickle down to the lowest rungs of the administration of this Ministry. It keeps on getting more and more diluted as you pass from the first rung of the ladder to the second, and from the second rung to the third and so on and so forth. Therefore, I think something has got to be done to streamline the organisational efficiency of the Railway Ministry, and to find a solution for that kind of apathy which you find when you go to the managerial level or the divisional level or the station masters' level or the level of persons down below.

I think we see here on the floor of this House this Railway Ministry in all its glory and all its pride, and I think it has some glory and pride also, but if you assess the performance of this Ministry all along the line, you will find that the law of diminishing returns prevails as you go from the top to the bottom. Therefore, my first problem is this, that the Railway Ministry should do something in order that the efficiency with which the Railway Board works is communicated to the Managers of these railways—Northern Railway, Eastern Railway etc.—and to the Divisional Superintendents and to the Station Masters and to all the persons who are running this gigantic national undertaking of our country. That is the first point I want to make.

I think it will be obvious to you if you compare the atmosphere that prevails at a small railway station with a big railway station or at a big railway station with a railway Division and so on and so forth. The fact of the matter is that the spirit of service, the spirit of commercial untility, the spirit of national undertaking, all these things you will find are lacking, sadly lacking, as you go down the ladder.

The second point I want to make is this, that the Railway Ministry has been a kind of Hindu Ministry, a Hindu Ministry in the wrong sense of the word. Hindus for centuries have believed in caste and sub-caste and sub-sub-caste, and if you look at the employment map of this Ministry, you will find that this Ministry has done much worse in this field than any other person or any other organisation could have done.

Look at the division of the services, —the Loco Service, the Commercial Service, this service, that service. Look at the number of clerks and grades that they have and look at the various categories that they have. I think I would not be so impertinent to ask anybody if he knows all the grades and categories.

Shri Braj Raj Singh: Not even the Railway Minister?

Shri D. C. Sharma: But I would say that the bewildering complexity of the organisation of this Ministry, and the appalling number of divisions and sub-divisions in this Ministry, all these are destructive of efficiency, and I would tell the hon. Ministers that it is this Ministry where that general principle is not followed, the general principle of equal pay for equal work. Unless that is done, I believe this Railway Ministry is not going to do as much

[Shri D. C. Sharma].

as it can. Its potentialities are great, its promises are great, but why is it that its performance is not equal to its promises? The simple reason is that this Ministry is not following any well-recognised rule so far as its salaries are concerned, so far as as other things are concerned. I would, therefore, say that the first thing that this Ministry should do is this, that they must have some committee or commission, whatever it may be called, which should go into the whole pay structure, the structure of its provident fund insurance, the structure of its pension, the structure of pay scales.

My third point is this. Our hon. Minister is a very good man, and so are these two Deputy Ministers who are sitting here and who do not listen to anybody, because all the time they are either talking to each other or they are talking with some Member of Parliament whom they call to them. So, I was saying that we have our consultative committees. I think, you, Sir, also must have attended some of them. I have the misfortune of having attended so many meetings of this consultative committee. When we go there, we are shown the heaven of promise, and after we come out from there, we get the hell of non-fulfilment of those promises. What is the good of having these consultative committee meetings.....

Shri Braj Raj Singh: Scrap them.

Shri D. C. Sharma:.....if you are not going to listen to Members of Parliament, if you do not hear what the Members say with respect, if you are not going to accept their *bona fide* requests, if you are not going to enquire into their legitimate demands, if you are not going to enquire into their grievances, legitimate grievances? I do not want to use very hard words. I am a very humble man, but I would say that all these things become a comic opera.

Shri Tangamani: What is a comic opera?

Shri D. C. Sharma: You are a good expert in that, therefore I need not explain.

At the last consultative committee meeting, I was told that Batala would have a covered shed. I was given so many promises. I have read this, this wonderful book, but nothing like that is going to happen. Whom are we to ask, how are we going to get some of the grievances of our constituency redressed? We are responsible to those persons, and these gentlemen are responsible to us, and we should share our responsibility with them, but I find that the meetings of the consultative committee are not treated with as much attention as they deserve.

My fourth point is this, that this Ministry is a Ministry which is not tender to the employees who stand at the lowest rung of the scales. Do you know, Sir, that most of the railway porters who serve us—I feel proud of them—of course, we also serve them—are casual labour, contractual labour or something like that? Do you know, Sir, that there are certain categories of employees in this Railway Ministry who take the longest time in getting, what is called, permanency?

I would, therefore, say that Ministry would be well advised if they are very generous to the people who are at the lowest rung of the social scale and who are not so fortunate in the world of goods. This is what they should do. Of course, as I said in the beginning, the Railways are the proud symbols of the creative activity of our country and our nation. I am proud of them. But I want that the Railway Administration should be streamlined, I want that the Railway Administration should be upgraded and that the lot of the people who belong to the clerical or other smaller grades should improve.

Shri L. Achaw Singh (Inner Manipur): Mr. Chairman, Sir, I have only

a few points to make on these Demands for Grants of the Railway Ministry. First of all, Sir, I would like to come to the question of linking Manipur with the rest of India by rail. According to a recent report on the techno-economic survey of the State done by the National Council of Applied Economic Research, it was found that the economy of that State has remained stagnant for the last few years in spite of the Five Year Plans.

Sir, this is because there are no railways in that part of the country and the road system there has also been planned to meet the requirements of military operations during the last war and not geared to meet the needs of the economic development of that territory.

Lack of communications is a very great handicap for economic development of any part of the country. That has also a depressing effect on the prices of agricultural commodities. We have to improve the communications in this part of the country and link it with the rest of India. For improvement of communications it is absolutely necessary that we should explore the possibility of linking Manipur with the rest of India by railways.

The railways Ministry has been considering this question. According to an estimate, for a length of about 150 miles the minimum cost of construction would be about Rs. 30 crores to Rs. 35 crores. Moreover, according to the Ministry, it is a difficult country and because of steep gradiants the carrying capacity will also be small, and again, tunnels also will have to be constructed and so on and so forth. The Ministry has considered the question only in regard to the line through Cachar. The Ministry says that it is a very long distance that has to be covered and that we have to find out some other alternative route by which we can link Manipur with the rest of India by rail. I would suggest an alternative route, and that will be from some intermediate station between Lumding and Badarpur and on to Manipur. For this line, the cost would be less and the construction would be easier. The other possibilities have also to be explored, and it is necessary for us to make some preliminary survey of the possibilities of linking this part by a railway system. That is the only main request that I have to make of the Railway Minister, because this is very important for our territory.

There is another possibility of linking Manipur with Cachar. The distance is only about 40 miles, and that is from Silchar to Jiribam, the headquarters of Jiribam sub-division in Manipur. It would not be so costly and it is quite possible to construct it in the near future. This line can be immediately taken up, and it is very important for Manipur, because we are also constructing a road from Jiribam to Imphal, a distance of 150 miles, at great cost. When the road is completed, it should be immediately linked up by railway with Assam and that will serve our purpose for the present. I have to make another point. I am very sorry that the Railway Minister has not paid enough attention to the modernisation and development of the only railway station that we have. There is the Manipur Road railway station on the N.E.F. Railway, which is about 135 miles from Imphal The road goes through disturbed areas in the Naga Hills-Tuensang territory. All the passengers besides the goods have to be carried through this railway station. The traffic is very heavy at this station and the station is also congested and over crowded; because of the presence of the military and the necessity of carrying goods and supplies to the Military as well as the civilian population, the traffic is very heavy naturally. Therefore, something has to be done for this railway station to avoid this congestion, and the station has to be modernised, in respect of passenger amenities. This is the only rail-head and a lot of passengers from Naga

[Shri L. Achaw Singh]

Hills come and go. Now, the military has also to pass through this station. But then the passenger amenities are poor there; the sanitary conditions are very bad; the restaurant also does not serve properly; the upper-class waiting rooms are not also adequate and the condition of the third class passengers' waiting room is also poor. So, I urge upon the Railway Ministry to look into this matter, because it is a very important railway station from the point of view of the Union Territory of Manipur.

The motor traffic is also very heavy here, and all the goods have to be carried by motor transport. There is only one crossing, and we have to wait for a pretty long time to pass from one side to the other. There was the question of constructing a bridge. Though it was taken up last year it has not yet been completed. I do not know why. I would like to know from the Minister why it has not been completed yet.

Another point is about the condition of the North-east Frontier Railway. Here we lack safety. The passengers are so much harassed sometimes by the attacks of hostile nagas. Now recently the line from Lumding to Silchar has also been affected. Previously only the line from Lumding to Tinsukia was subjected to attacks by the hostiles. It is now quite necessary that the Railway Ministry should provide adequate protection for the passengers on these two routes Lumding to Silchar and from Lumding to Tinsukia.

As regards overcrowding in trains in this part of the country, it is rather proverbial and I need not dilate at length on it, because other hon. Members have referred to it. I would rather urge the hon. Minister to do something to improve the condition of traffic and transport on these lines.

It has been reported that the Government of India has made some agreement with the Government of Pakistan to open a rail link through Pakistan from Calcutta to Assam. This is very important from the point of view of the economic development of Upper Assam, Manipur, NHTA, NEFA and other areas. We feel it should be implemented. Now it takes four or five days to reach Calcutta from Assam through the longer route through Manihari Ghat and Katihar. If the link is made, it would take only three days for the transport of goods as well as passengers. That will be most convenient for the people in the areas I have mentioned. So, this should be done and the agreement should be implemented.

I only want to point out in this respect that the cost of all the necessaries for daily use as well as the building materials like cement and G.I. sheets are not available in proper time. They become very costly because of the transport difficulties. They have to go through the longer route. We require this link so that the cost of the building materials may be less and the prices of other necessaries may be decreased.

Mr. Chairman: Hon Members may now move their cut motions to Demand Nos. 2 to 20 and 22 in respect of the Railway Budget, 1961-62, subject to their being otherwise admissible.

Need for introduction of an additional train between Dornakal and Bhadrachellam Road, Central Railway

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100." (73).

Need for adequate supply of wagons to Singareni Collieries Company

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100." (74).

Need for grant of monthly scale of pay for casual labour who have put in more than six months' service in Vijayawada Division, Southern Railway

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100." (77).

Need to open coal dumps in Madras, Mdurai and Coimbatore, Bangalore in the Southern Railway

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100." (130).

Need to regulate the working hours of Engineering Gate Keepers

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100." (131).

Need to fill up vacancies of Keymen and Mistries from Gangmen in the Engineering Department in Madurai Division

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100." (132).

Failure of North Eastern Railway to replace unserviceable coaches and wagons

Shri Khushwaqt Rai: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100." (463).

Failure to confirm Candidates on the approved list in Engineering Section in Madurai Division in Southern Railway

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (85).

Practice of employing workmen other than those who are on the approved list of candidates in Madurai Division, Southern Railway

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (86)

Need for revising second grade firemen's wages fixed at a lower scale as a result of Second Pay Commission's recommendations

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (87)

Need to increase house rent allowance given to first grade firemen in Southern Railway

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (88).

Need to fix pay in authorised scales of 'C' grade drivers in Southern Railway reckoning past service

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs 100." (89).

Need to restore cut in pay of a large number of 'C' grade drivers of Ex-S.I.R. portion of Southern Railway on the basis of seniority

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (90).

Desirability of introducing Conductor Guards in Ex-S.I.R. portion

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (91).

Failure to provide quarters to running staff near Railway Stations in Southern Railway

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (92).

Inadequate provision of quarters near Madurai Station for the running staff

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (93).

Severe punishments meted to Guards in Ex-S.I.R. on minor issues

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (94).

Need to revise T.A. of running staff by Departmental Committee

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (95).

Need to treat mileage allowance as a part of pay in authorised scale fixed for Guards and Brakesmen in Southern Railway

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (96).

Need for running allowance to Guards and Breakesmen as incentive for safe and punctual movement of trains as stated in the Second Pay Commission's recommendations

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (97).

Need to promote qualified yard Khalasis, coal khalasis and engine cleaners as Firemen

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (98).

Need to promote qualified yard Khalasis, coal khalasis and engine cleaners as Firemen in Ex-S.I.R. portion

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (99).

Need to promote qualified yard khalasis, coal khalasis and engine cleaners as Firemen in Madurai Division of Southern Railway

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (100).

Need to promote first grade Firemen in Madurai Division as 'C' Grade Drivers

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (101).

Failure to provide channels of promotion to 'C' Grade Guards in Southern Railway as Assistant Station Masters or Yard Masters or Section Controllers or Operating Traffic Inspectors in addition to 'B' Grade Guards

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (133).

Need to attach Pay Special to Passenger Trains instead of Goods Trains in Madurai Division

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (204)

Advisibility of Rolling Stock Staff under Train Examiners in Madurai Station of Southern Railway to work according to fixed hours.

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (205)

Need to provide Pump Fitters and Vacuum Squad under Rolling Stock staff in Madurai Junction in Southern Railway.

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (206).

Need to fill up vacancies in Loco Shed in Madurai in Southern Railway

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (207).

Delay in confirming chargemen and Mistries in Loco Shed at Madurai

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (208).

Failure to supply adequate Engine spare parts for Loco Shed in Madurai

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (209).

Revised Duty Roster of 56 hours for staff in shift duties in Loco Shed, Madurai

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (210)

Need to provide Night duty allowance to the workers in Loco at Madurai.

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (211).

Delay in absorbing C grade firemen in Madurai, long after medical test.

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100." (282).

Failure to introduce local suburban railway fare of Bombay Suburban Railways to Lonaval-Poona local train service.

Shri Assar: I beg to move:

"That the Demand under the head Ordinary Working Ex-

penses—operation (fuel) be reduced by Rs. 100." (228).

Need to improve Golden Rock, Tiruchi Fort stations and open additional booking offices at the opposite sides.

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operation other than staff and fuel be reduced by Rs. 100." (39).

Failure to improve the catering room at Salem Jn

Shri Kodiyan: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operation other than staff and fuel be reduced by Rs. 100." (40).

Need to improve the subsidized Railway hostel at Cuttack for education of employees children.

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Open Line Works—revenue)—Labour Welfare be reduced by Rs. 100." (164).

Need to double the track on Madras-Egmore - Villupuram - Tiruchuri-Tuticorin-M.G. line on the Southern Railway

Shri Kodiyan: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (22)

Inadequate allotment of funds for electrification of Madras-Egmore Tambaram-Chingleput during 1961-61.

Shri Kodiyan: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (41)

Slow progress in doubling the track on the Jalarpet-Erode section

Shri Kodiyan: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (42).

Failure to include in the Third Plan, the new lines proposed by the Madras Government on the Southern Railway . . .

Shri Kodiyan: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (43).

Need for a rail link between Ramagundam and Nizamabad.

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (78).

Delay in the conversion of narrow-gauge railway line between Latur and Miraj

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (79).

Need to take up Hasan-Mangalore rail link

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (80).

Need for a rail link between Hyderabad and Ongole via Nalgonda and Macherla

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (81).

Need for a station at Ramavaram on the Bhadrachellam Road and Colliery siding section

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (82).

Failure to construct new lines included in the Second Five Year Plan

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (83).

Failure to include in the Third Plan, the new lines proposed by the Kerala Government on the Southern Railway

Shri Kodiyan: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (152).

Need to construct the Tinnevelly-Kanyakumari - Nagarcoil - Trivandrum line

Shri Kodiyan: I btg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (153).

Need to provide a new link from the Sukinda Iron Ore Mining areas to the Jaipur-Keonjhor Road station for facilitating the movement of iron ore to Paradip

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (165).

Need to extend the rail link from Rourkela to Talcher in Orissa

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (166).

Need to provide a new rail link from Puri to Kanark

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100" (167).

Need to provide a rail link to the Port of Paradip in Orissa for facilitating larger exports of iron ore from Sukinda area

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (168).

Need to convert Metre-Gauge line to Broad-Gauge from Poona to Miraj Kolhapur on Southern Railway

Shri Assar: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (229).

Need for construction of Diva-Dasgaon line

Shri Assar: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (230).

Failure to include in Third Plan the construction of the new lines recommended by the Government of Maharashtra

Shri Assar: I beg to move:

"That the Demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (231).

Need to construct a new railway line from Palia station to Hasanpur Katauli in Kheeri District

Shri Khushwaqt Rai: I beg to move:

"That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100." (464).

Need to construct over-bridge at level crossing inside Municipal limits, in the cities of Tiruchi, Madurai, Coimbatore, Salem on the Southern Railway

Shri Khushwaqt Rai: I beg to move:

"That the Demand under the head Open Line Works—Additions be reduced by Rs. 100." (44).

Need to construct a level crossing near the Bir Ramchandrapur village in the South Eastern Railway

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the nead Open Line Works—Additions be reduced by Rs. 100." (169).

Need to introduce announcing facilities at Cuttack station regarding arrivals and departures of trains

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head Open Line Works—Additions be reduced by Rs. 100." (170)

Need to construct over-bridges at level crossings in Greater Bombay

Shri Assar: I beg to move:

"That the demand under the head Open Line Works—Additions be reduced by Rs. 100." (232).

Need for provision of upper class waiting room at Belampalli, Central Railway

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100." (84).

Need to provide passengers amenities in Puri, Sakhigopal, Jankadeipur, Cuttack and other stations of Orissa in South Eastern Railway

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100." (171).

Mr. Chairman: All these cut motions are now before the House.

Shri Gulam Mohideen (Dindigul): Mr. Chairman, Sir, at the outset, I than you for the opportunity you have given to me to speak on this occasion. I want to submit that in general the staff of the railways do not co-operate with the passengers. That is why many complaints are made against the railway staff. One such instance is in every station we can see that a regular fight is going on between passengers in third class, especially in the intermediate stations. Passengers who are

inside the train prevent those who want to enter the train at the intermediate stations, and that too when the train stops only for a few minutes and when the passengers do not have enough time to get into the train. The railway staff who happen to be there would be observing these things without caring to help the poor passengers. Even when we report the matters to them, they are indifferent and they say "It is not my duty; it is somebody else's duty". That happens even when we go for reservation of seats; when we approach them, they go in directing us from person to person with the result we get disgusted. So, I would submit that strict discipline and obedience must be maintained in the railways by the staff.

I want to point out another thing. In the railways we see that all works entrusted to contractors are not done properly. For example, in Madurai the bath-rooms are so slippery that people fall down in the bathroom. Still, that is not being attended to. I hope the hon. Minister will look into such matters and see that discipline is maintained by the staff and things are properly done by the railway contractors.

Then, when I put a question, some answer was given about the Bodinayakanur line. There is a general tendency for people to travel in trains if it is a long distance. Now the excuse given for non-construction is the possible loss of revenue because the return from that section would be poor. If that line is extended at least by hundred miles, then the loss can easily be made up.

Then I want to point out that the adjustment of time-tables of trains are not coordinated. When passengers reach a station and they do not find an immediate connecting train, and they are disgusted with travel, which is much more expensive. So, if only you provide connecting trains you can earn much more, and that will help you for construction of new lines which, in its turn, will help the passengers. Now there is no adjustment of time-tables of train. Suppose we go by an express train and get down at a particular station. If the train reaches that station at 8 O'clock, the other train would have left at 7 O' Clock, with the result one has to wait for the whole day. That is because there is no proper coordination between the various railways in the preparation of time-tables. This must be attended to immediately as it affects the convenience of the passengers.

Then, one line at least should be constructed in the south so that there may not be a complaint that the south is completely neglected. Also, it will help us to face the electorate with enthusiasm.

As I pointed out earlier, some restriction on contractors should be put so that even afterwards if work goes wrong, we can take some action against those contractors.

Regarding nationalisation, I want to point out that even now small vendors experience difficulties. I think a deputation has met the hon. Minister when they emphasised that small vendors like betelsellers and teawallahs should be spared because they have invested a lot of money on these things. If it is nationalised and if they are thrown out, their children will wander in the streets. By nationalising we are not going to gain much, whereas on the other hand we will be helping our own nationals in another way. At least some other help should be given to such people so that they may find some other means for their livelihood. We do not want that the Government should run these canteens at a loss, but as I have pointed out and as many hon. Members have pointed out, wherever we go we find that in the railway canteens the stuff supplied is not good. It is not supplied properly.

[Shri Gulam Mohideen].

16.32 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

It is unnecessary to say that we are reluctant in complaining about such things. Suppose we complain, they will say, "Even these petty things you things. Suppose we complain, they ties". So we feel reluctant to complain about these things. But because it is a matter of eatables, I think, the hon. Railway Minister will look into this matter and rectify it.

I had been representing to the authorities to run a train from Dindigul to Madurai just after eight o'clock because all the trains that run during morning hours are express trains and people are not able to go to most places because express trains do not stop at every station. There is no other convenient train and I have been emphasising this on the Manager. That has not been done till now. If a train plies from Dindigul to Madurai in the morning hours, it will be convenient for the people there. I think these things can be arranged properly if when they draw up the time table they consult each other.

Shri Narasimhan (Krishnagiri): Sir, the other day in the general discussion Shri Anthony mentioned about the maintenance of railway locomotives. He gave an alarming picture of the situation, but since then I have not heard any reply on behalf of the Government to that. Shri Anthony said that maintenance has been deteriorating very rapidly, that drivers had gone to him and complained that the engines had deteriorated and that their suggestions were not being accepted. Generally, in all government undertakings, maintenance is very poor. It is not the Railways alone that can be said to be guilty about this. All the governmental departments are very poor in the matter of maintenance. If any fresh expenditure on a big scale is to be indulged in, very quickly allocations and sanctions are given. We find big constructions coming up or big factories starting. But, in the case of maintenance, allotments are poor, the staff's capacity is poor and officers and men take very limited interest. I can give very glaring examples of most obvious things going uncared for, which anybody and everybody could and would see.

We are supposed to have taken big strides in atomic and nuclear development and other technologies. Industries after industries are starting. But, in basic matters, in the matter of maintenance, we are poor, poor indeed. Take the case of the biggest telegraph office in New Delhi, the Eastern Court Telegraph office. We have a big clock there. It goes wrong once a week or twice a week. Wrong timings are noted. It is in the great Janpath, which is the pathway for all V.V.I.P.s. Still, the clock there is uncared for.

Mr. Deputy-Speaker: Why should you rely on that clock when there are many others?

Shri Narasimhan: That is the most important telegraph office, in the most important road, meant for V.I.Ps. I have brought it to the notice of the Telegraph Master there, and to the highest officials in the department. Short of telling the Minister, I have reminded them quite often. Then clock is just as it is, erring and misleading in its time. I do not see why it should not be repaired.

Mr. Deputy-Speaker: Perhaps that approach is being awaited.

Shri Narasimhan: Ministerial reference? May be. I thought I might by-pass the Minister and come to Parliment itself.

We are starting Watch factories one after another, in Bangalore, here, there and everywhere. But, this clock is not repairable and no attention is being paid to it. Everybody looks at it, knows that it is obviously wrong and everybody goes away. This is the case in the matter of maintenance.

Take another case of the W.H.S. Ministry. We have got in our Members' hostel a radio, purchased at a high price. It goes wrong quite often. I do not know who was responsible for purchasing a radio of that type. Really the fault is not of the radio. It is purely the incapacity of the people to have it properly repaired. We are going to manufacture our own radios sets, and make according to Dr. Keskar, cheap radio sets. It is not an evil in one branch of Government.

Mr. Deputy-Speaker: He is exonerating the Railway Ministry for not keeping these things in repair because he says, other Ministries are also doing the same thing.

Shri Narasimhan: I thank you for explaining my position. That is exactly what I wanted to say. It is a general evil. I do not say that the Railway alone is particularly at fault. Still the Railways are dealing with so many important matters, and we can ignore, as you very well said....

Mr. Deputy-Speaker: The hon. Member does not want that the Railway Minister should get that clock repaired?

Shri Narashimhan: Certainly, I do not want. Any way, when we want to catch a train, we depend on a clock like that and we do not want to miss the train.

When Shri Frank Anthony was referring to the question of locomotives, no answer was given. I have myself heard it said, a couple of years ago, that formerly the arrangement was that one particular person was in charge of a particular engine and he developed a love for that. I have even read well known novelists depicting a Railway engine driver's love for the engine, how; when he passed it on to another after his retirement, he used to feel so sad about it and almost treated it as a calamity. That kind of love on the part of the driver or the engineer—in the Soviet Union, they are described as Engineers, here we call them drivers—for the engine should be developed in India.

Shri S. V. Ramaswamy: Love even for the inanimates?

Shri Narasimhan: Yes. Everybody has a great attachment to one's own car. There is nothing surprising about it. Such an attachment they develop and they keep it always efficient. Now, the system seems to have changed. The same engines goes to several people for attendance, for repair. The particular pride which a driver had for his engine is not developed now. I heard from our locomotive drivers that that is one of the reasons for maintenance not being as perfect as it used to be. There may be special reasons for this change. Owing to the great tempo of activity, it is probably not possible to have one-engine-one-driver. Whatever it is, things seem to have deteriorated. Great care has to be taken because we have to lose foreign exchange in getting these engines. Maintenance is a cheaper method than to be over-using them without maintenance.

Then, I come to the question of safety in trains. Another Member has also referred to it. I have also heard it said by reliable friends travelling in the northern zone, that in the trains from Lucknow to Assam, Bengal and other areas, the activities of the mischief-makers are dangerous. That is to say, persons travelling in one compartment break open the wooden partition between that compartment and the other, get into the other compartment and attack the people there, and they do this when the train is in motion. The passengers have been warned by the station masters that such things are likely and that those trains are dangerous. These are matters seriously affecting the safety of passengers.

Coming to cleanliness and other matters, I do not wish to refer to the entire ambit of the railway's sanitation system. I would like to refer

[Shri Narasimhan]

just to a local problem. Notwithstanding the fact that the Deputy Minister comes from Salem, the hygienic and other aspects pertaining to the lavatories and other conveniences in the Salem junction are very abominable. Some VIPs from other States also have come and complained about this and also about the bad condition of the Jalarpet Junction station. I am referring to this not simply to have redress,—because that is a matter of routine—but just to point out how poor the inspection is. I am not the only person complaining about these things, but complaints are pouring in every day. Is there no one to inspect these things? Salaries are paid, moneys are spent. So, why should these things be like that? The conditions at the Salem Junction are most primitive. Even villages have improved; even villages which are not connected to the railway heads are modern in these matters, but Salem which is the headquarters of a big district of the Madras State, having perhaps the biggest population in the entire State, is having this kind of stinking junction, and a big junction at that.

My hon. friend Shri Gulam Mohideen has mentioned about tea-stalls. I do not know why tea-stalls and *pan*-shops should all be nationalised so very actively. That is the new step that the Southern Railway has taken. At the biggest station at Madurai, the railways are interested in selling *pan* and *supari* and what not. I really do not know why they should do like that as if *pan* and *supari* can be mismanaged by their sellers; the customers can take care of themselves. They can get their money's worth from anybody. Why should the railways but in? I really do not know.

Mr. Deputy-Speaker: Perhaps, the railways desire to come into closer contact with the masses.

Shri Narasimhan: It might be so. Then, the contact will actually result in their not being able to manage the industry, and instead of better relations, the relations will actually deteriorate. I suggest that they better give it up in their own interest as well as in the interests of those who are engaged in the trade and the general public.

The Southern Railway has 6,000 miles of railway lines, and 68 per cent of it is metre gauge. We do see that the profit-earning capacity of these sections is not as high as the Administration would like it to be, but there are missing links, here, there and everywhere, and they should be strengthened. I have been speaking all along about the Bangalore-Salem link. My hon. friend Shri Gulam Mohiudeen has talked about the Bodinaickanur link. It was so short, and, therefore, to judge its profitability is not good. Supposing it had been extended up to a major point, it would have been quite useful. He made out a very good case by saying that to have ten miles of railway line and then start judging about its profitabilitly is not correct. The railway line should really reach the place which should be reached. It should not stop abruptly at some place; then, certainly, it cannot give the dividend or the return that it is expected to give. This is the big weakness in the Southern Railway, in its metre gauge system which constitutes 68 per cent of the railways in its zone. I hope that in the new developmental plans, this will be remembered, and the missing links will be connected. There is also the Pakala section with its metre gauge line linking the north with the south, but it is so tightly full that its line capacity cannot rise to the occasion to meet the demand.

Shri T. B. Vittal Rao: It has reached the saturation point.

Shri Narasimhan: Finally, there were references, both during the general discussion and in the discussion on the first Demand, to workers'

amenities, welfare and such other things. There was also reference to the strike and the treatment meted out to those who participated in it. Sometimes strong words were used. No one wants old sores to remain. We should try to cure them. I do wish to appeal to Members opposite not to remind us of the wound and rub it on the wrong side, thereby getting a bad reaction. I would appeal to them to mention these things in such a way as not to irritate the old sores.

In this context, I am very happy to congratulate the hon. Railway Minister on the way he had managed the entire railways during the strike period. We are very happy indeed that such a key organisation had such an able person to tide over the difficulties.

Shri Mulchand Dube (Farrukhabad): I was inclined to speak in Hindi in order to be understood, but it so happens that the problems with which my constituency has been faced have been there for 9 years and at the present moment, out of the two Ministers present, only one will be able to understand it if I speak in Hindi. So I am compelled to speak in English so that I may be understood.

Shri Narasimhan: By both, and by others also.

Shri Mulchand Dube: Others will understand.

I associate myself with other hon. Members in offering my tribute to the hon. Minister for the way he has presented the budget before the House. The railways have done very well during the last few years. Modern stations have been built in place of old ones, platforms have been covered, bath-rooms improved, passenger sheds built, new types of carriages introduced and so on so that there is a general improvement all along.

So far as production is concerned, who would have imagined a few years ago that we shall be able to produce one broad gauge locomotive in two days or 1½ wagons in a day? Who would have imagined that all these things would come about?

But in spite of all this, I am compelled to say that the railways have not done well as was expected of them. Out of the Rs. 1,121 crores of allocation for the railways, they have not been able to utilise more than 76 per cent. It is stated that they would be able to use the remaining 24 per cent by the end of the Second Plan. I do not know how and when it would be possible.

Then again, it is stated that they have not been able to move coal. The excuse given is that it was because production suddenly rose and the increase in production was beyond what the number of wagons available could cope with. In his speech, the hon. Minister of Finance said that there was increase in production only to the extent of 4 million tons; the expectation was about 47 million tons and production had been of the order of 51 million tons. I do not call this a very great rise in production. But even then, this should have been anticipated. The production could not have risen in a day; it must have taken a long time. The trend should have been observed and arrangements made for transporting all that coal. That has not been done. I do not understand that there is shortage of wagons for the simple reason that we are trying to export wagons to other countries at competitive prices. It has been said in the speech of the hon. Minister that the prices quoted by us for wagons for sale in foreign countries are perhaps the lowest in the world.

In these circumstances it cannot be said that the movement of coal could not be done because something happened, which was beyond the control of the railways. This is the debit side of the railways.

The other thing that I have been stressing on the railways is about a

[Shri Mulchand Dube]

fresh rail link between Shahjahanpur and Farrukhabad. The railways have always been saying that they do not have the money to build it. I cannot understand why? In the last one year or so they have taken loans of the order of about Rs. 190 crores, if I am not mistaken. It may be that I am wrong in figures. I may be corrected if I am wrong. My recollection is that they have taken a loan of about Rs. 180 or Rs. 190 crores. Therefore, I cannot understand why there is shortage.

The Third Plan is going to be of the order of about Rs. 1600 crores; and even then the railways say that they are not able to find Rs. 5 or Rs. 6 crores for this new railway line between Shahjahanpur and Farrukhabad. It is a strategic line also because it connects Fategarh Cantonment with Shahjahanpur Cantonment and Tanakpur which is on the Nepal border. We hear that the Chinese are making feverish activities in the building of roads and other things. They have committed incursions and aggressions on our border. There is no reason why we should not give another supply line to our troops. I submit that the Chinese could not be trusted to behave in a proper manner for the simple reason that since 1954 they have behaved in a way which cannot be justified on any reasonable ground. Therefore, we have to prepare. We may go on negotiating but while we are negotiating we must keep the powder dry. For this reason, it is absolutely necessary that there should be another line of communication between India and Nepal. The railway line is up to Tanakpur in the Nepal border and it is the northern border of U.P. and then to Barahoti. (*Interruption*).

Shri Narasimhan: They may claim the railway also.

Shri Mulchand Dube: For that we should keep an additional line of supply. My submission, therefore, is that apart from anything else, it is absolutely necessary that this rail link should be built. If it costs at the rate of Rs. 5 lakhs a mile, it is only 40 miles and it won't cost more than Rs. 6 to Rs. 7 lakhs a mile including major bridges. It is said that they do not find the money for it. I cannot understand it.

There is one other aspect. That is, the area between Ganga and Ram Ganga is subject to inundations or floods every year. As a result of that lakhs of rupees worth of foodgrains are lost. We are spending hundred of crores on getting foodgrains from outside; but, we are not taking that care which we should of all the foodgrains which we produce. My submission is that it is probably lack of co-ordination between the Ministry of Food and the Ministry of Railways. The Food Ministry does not know what to do. The Railway Ministry does not course, understand why it should do it. The whole thing is in a muddle, and my submission is that the Railway Ministry should think about it, and the Food Ministry and the Railway Ministry should get together and come to the conclusion that where they are losing lakhs of rupees worth of foodgrains every year, if they can only build these two bridges, all this food will be preserved. The rivers will have to be trained so that they flow in a certain channel. They will not be allowed to overflow their banks and inundate or overflow the area. For this reason, my submission is that the railways should consider this question again. Though they have not done it for the last nine years, this tenth year probably they might do it.

Shri Braj Raj Singh: They will not do it.

श्री लीलाधर श्रीवास्तव (उन्नाव) : उपाध्यक्ष महोदय, रेलवे विभाग ने काफी उन्नति की है और चतुर्मुखी उन्नति की है ।

मैं कुछ बातें अपने राज्य उत्तर प्रदेश में कानपुर और लखनऊ लाइन के सम्बन्ध में बतलाना चाहता हूं जहां कि कुछ भी विकास नहीं हो पाया है। वहां का विकास कार्य अधूरा पड़ा हुआ है। रेलवे डिमांड्स पर बोलते हुए हमारे अनेकों माननीय सदस्यों ने लाइनें बढ़ाने की प्रार्थना की है और मौजूदा लाइनों में सुधार करने और उनकी तरक्की करने के लिए मंत्री महोदय का ध्यान आकर्षित किया है। मगर मैं कोई लाइन बढ़ाने की मांग न करते हुए लखनऊ कानपुर रेलवे लाइन के बीच एक कुसुम्भी स्टेशन पड़ता है उसकी ओर रेलवे मंत्रालय का ध्यान दिलाना चाहता हूं। वहां एक लम्बा प्लेटफार्म बना हुआ है लेकिन उस पर शेड नहीं है और जिसके कि कारण यात्रियों को धूप और वर्षा के समय बड़ी कठिनाई और असुविधा का सामना करना पड़ता है।

कुसुम्भी का बुकिंग आफिस एक छोटी सी कोठरी में है और उसमें जगह इतनी तंग है कि खुद स्टाफ ही दिक्कत के साथ बैठ कर काम कर पाता है। जब वर्षा होती है और शेड न होने के कारण यात्री लोग प्लेटफार्म पर भीगते हैं तो वह बचने के लिए बुकिंग आफिस में शरण लेना चाहते हैं लेकिन उनको अंदर नहीं आने दिया जाता है और जिसके कि परिणामस्वरूप यात्रियों को बेहद मुसीबत और तकलीफ का सामना करना पड़ता है। मेरा निवेदन है कि जब चारों तरफ उन्नति हो रही है और विकास हो रहा है तब वहां कोई भी विकास न हो और शून्य रहे उचित नहीं जंचता और जैसा मैंने निवेदन किया यात्रियों को सुविधा पहुंचाने की दृष्टि से कुसुम्भी पर शेड का बनाया जाना बहुत आवश्यक है।

इसके अलावा एक सब से बड़ी कठिनाई जो वहां के कर्मचारियों को अनुभव होती है वहां पर तीन कर्मचारी रहते है उनके क्वार्टर्स जो उनको मिले हुए हैं वे रेलवे स्टेशन से काफी दूर हैं। वहां पर सुरक्षा की बड़ी कमी है और वहां पर प्रति वर्ष चोरियां हो जाती हैं। चोरियां होने से लोग बड़े सशंकित रहते हैं। इसलिए यह आवश्यक है कि वहां के कर्मचारियों की सुरक्षा का माकूल इन्तजाम किया जाय ताकि उनकी जान माल सुरक्षित रहे।

रायबरेली लाइन पर एक रावतपुर स्टेशन है। वहां दो वर्ष हुए दो रेल कर्मचारी मार डाले गये थे। वह स्टेशन गांव के बाहर हैं। ऐसे भी स्टशन हैं जहां कि कोई आबादी भी नहीं है और वहां जो रेलवे कर्मचारी रहते हैं उनको मार डाला जाये तो यह गम्भीर समस्या है। यही नहीं जो रेलवे का बुकिंग आफिस है उस पर भी हमला होता है, ताला तोड़ डाला जाता है और चोरी हो जाती है। चोरी हो जाने के बाद रेलवे पुलिस वाले कहते हैं कि यह हमारे क्षेत्र में नहीं है और सिविल पुलिस कहती है कि हमारे क्षेत्र में नहीं है। उनकी सुरक्ष का कोई बंदोबस्त नहीं हो पाता है। कर्मचारियों की जान माल की सुरक्षा नहीं हो पाती है और न सरकारी रुपये की सुरक्षा हो पाती है। यह बहुत आवश्यक है कि कर्मचारियों की जान माल की सुरक्षा का उचित इंतजाम किया जाये। आज हालत यह है कि उनकी सुरक्षा का इंतजाम भी नहीं है और उनका वहां से ट्रान्सफर भी नहीं करते है क्योंकि दूसरे आदमी वहां जाने को तैयार नहीं होते। इसलिए मैं पुनः मंत्री महोदय का ध्यान इस ओर दिलाते हुए कहना चाहूंगा कि वहां स्टाफ की सुरक्षा का बंदोबस्त किया जाये। आवश्यकता होने पर फायर आर्म्स दिये जायें। स्टेशनों पर सुविधाओं को बढ़ाया जाये ताकि जनता को राहत महसूस हो। ऐसा करने से आप जो विकास कार्य कर रहे हैं उसमें चार चांद लग जायेंगे।

जब पिछली मर्तबा हमारी सैकंड बजट बार हुई थी तो हमारे जिले में एक लाइन है माधोगंज कानपुर लाइन, उसको उखाड़ दिया गया था, रेलों की पटरियां उखाड़ दी गयी थी, यह सन्तोष का विषय है कि आपके विभाग ने दुबारा उनको लगा दिया है। आपने वहां फिर ट्रेन चालू कर दी है मगर जो हाल्ट्स पहले बने हुए थे इस लाइन पर उन सब को नहीं कायम रखा। उन के न होने से जनता को बड़ी असुविधा है।

[श्री लीलाधर श्रष्ठाना]

इन्हीं में मैं थी टेकूर का स्टेशन ऐसा था, जो अभी तक नहीं बन पाया है और वसे ही पड़ा हुआ है । इसी तरह कालीमिट्टी का स्टेशन भी नहीं बन पाया है, जिससे जनता को बहुत असुविधा होती है । अगर इन स्टेशनों को बना दिया जाये, तो इससे जनता को बहुत सुविधा होगी और सामान भी भेजा जा सकेगा । इसी प्रकार बेलग्राम और औहदपुर में लड़ाई के जमाने में जो लाइन उखाड़ दी गई, उसको दोबारा लगाने के लिये कोई प्रबन्ध नहीं किया जा रहा है । वहां पर एक बड़ी मण्डी है, और कारोबार के लिये लोग आते हैं । वहां तरक्की और विकास हो रहा है, मगर दुर्भाग्यवश जहां पहले रेलें थीं, उखड़ जाने के बाद वे दोबारा नहीं लग पाई हैं । मैं मन्त्री महोदय का ध्यान इस तरफ़ आकर्षित करना चाहता हूं ।

17 hrs.

अब मैं कर्मचारियों के सम्बन्ध में एक दो बातें कहना चाहता हूं । हम ने अपनी और जनता की सुविधाओं की चर्चा की है, लेकिन जब तक कर्मचारियों की सुविधा की पूरी व्यवस्था नहीं की जायेगी, तब तक दोनों म मिल कर अच्छी तरह से और वेग से काम नहीं हो सकता है । कर्मचारियों का जो प्राविडेंट फण्ड काटा जाता है, उनके पास उसका कोई हिसाब नही होता है । उन के पास साल में में एक स्लिप भेज दी जाती है । अगर कोई कर्मचारी ट्रान्सफर हो गया, तो उसके पास स्लिप नहीं जाती है । इसका परिणाम यह होता है कि वर्षों तक उन लोगों को अपने हिसाब के बारे में पता नहीं लग पाता है और इस विषय में उनकी दरख्वास्तें वर्षों तक प्रशासन के यहां पड़ी रहती हैं । मेरा सुझाव यह है कि जिस प्रकार पोस्ट आफिस की ओर से एक रुपया लेकर एक पास-बुक दी जाती है, उसी तरह कर्मचारियों को विभाग की ओर से पास-बुक दी जाये, ताकि हर साल उनको मालूम हो जाये कि उनके हिसाब में कितना रुपया है । जैसा कि मैंने अभी कहा, किसी की ट्रान्सफर होने से सालों तक उसके हिसाब का पता नहीं चलता है और आखिर में जब उसको हिसाब मिलता है और वह किसी बात पर आपत्ति करता है, तो अधिकारी कहते हैं कि तुमने पहले ऐसा नहीं किया । मैं जानता हूं कि तीन चार वर्ष की दरख्वास्तों का फ़ैसला अभी तक नहीं हो पाया है । इस कारण कर्मचारियों में बड़ा असन्तोष है । इसलिये मैं यह निवेदन करना चाहता हूं कि विभागीय कर्मचारियों को एक पास-बुक देनी चाहिए, ताकि वे अपने प्राविडेंट फण्ड के हिसाब-किताब को ठीक तौर से समझ सकें ।

इसी सम्बन्ध में एक और निवेदन करना चाहता हूं । नेशनल फेडरेशन आफ इण्डियन रेलवेमन से रेलवे विभाग का समझौता हुआ था कि ट्रेवलिंग डीयरनैस एलाउन्स बढ़ा दिया जायेगा, लेकिन उसको अभी तक क्रियान्वित नहीं किया गया है । उस एग्रीमेंट को पूरा न करने और टी० ए० न दिये जाने की वजह से कर्मचारियों में बहुत असन्तोष और अविश्वास की भावना फैली हुई है ।

जब विभाग की ओर से कोई आदमी रखा जाता है, तो यह निश्चित किया जाता है कि उसको कार्य का अनुभव होना चाहिये । असिस्टेंट वैलफेयर इंस्पेक्टर और पर्सनेल आफ़ीसर की कुछ जगहें हुयी थीं ऐसी जगहों के लिये बुलाये जाने वाले आदमियों की संख्या सैकड़ों, हजारों तक पहुंच जाती है, किसी को इंकार नहीं किया जाता है और यह दिखाया जाता है कि सबका इन्टरव्यू लिया जाता है । लेकिन विभागीय कर्मचारियों ने ऐसा किया है कि यूनियन में काम करने वालों पर प्रतिबन्ध लगा दिया है । यह सब अन्दर ही अन्दर चलता है कि बाहर के आदमी आ जायें, लेकिन उनको मौका न दिया जाये ।

श्री शाहनवाज खां : माननीय सदस्य को किसी ने ग़लत खबर दी है । यह बिल्कुल ग़लत है

श्री लीलाधर श्रष्ठाना : मैं चाहता हूं कि यह ग़लत साबित हो जाये । अगर कोई आ जायेगा, तो मैं समझूंगा कि यह ग़लत है । जो बातें मैंने कही हैं, अगर वे ग़लत साबित हो जायें, तो मैं बड़ा आभारी हूंगा ।

स्वामी रामानन्द शास्त्री (बाराबंकी-रक्षित-अनुसूचित जातियां) : उपाध्यक्ष महोदय, आज रेलवे की मांगों के ऊपर बोलने का आपने मुझे समय दिया, उसके लिये मैं आपको धन्यवाद देता हूं । रेलवे का कार्य सबसे अच्छा है, यह तो सब ने कहा है । मुझे तो आपका ध्यान दो चार बातों की तरफ़ आकर्षित करना है ।

मैं बाराबंकी डिस्ट्रिक्ट से आता हूं । वहां पर बुढ़वल स्टेशन से चौकाघाट के बीच में, जिसको बहराम घाट भी कहते हैं, पहले बड़ी लाइन थी । वार के जमाने में उस चार पांच मील के टुकड़े को उखाड़ दिया गया । उस लाइन के उखड़ जाने से बुढ़वल शूगर मिल में जो उस इलाके का गन्ना आता था, वह रुक गया है । वहां पर लकड़ी का एक बहुत बड़ा डिपो भी है और उस डीपो का माल भी आना जाना कम हो गया है । इस तरह लोगों को जो सहूलियत थी, वह खत्म हो गई है । मैं निवेदन करूंगा कि उसमें सरकार का ज्यादा खर्च नहीं है । वहां पर पटरी बनी हुई है और सिर्फ़ रेल बिछा देनी है । वहां गाड़ी चाहे दिन में एक बार आये । लेकिन वहां पर ज्यादा खर्च की बात नहीं है और आमदनी भी है । इसलिये उस लाइन को पुनः चालू करने की व्यवस्था की जाये ।

हरिद्वार के पास ज्वालापुर स्टेशन है । वहां पर अभी डबल लाइन बनी है और डबल प्लेटफार्म है । जितनी गाड़ियां देहरादून से आती हैं, वे—एक्सप्रेस और मेल—वहां रुकने लगी हैं । उपमन्त्री महोदय, जेनरल साहब, वहां आते जाते हैं और उन्होंने उस जगह को देखा हुआ है । मैं उनका ध्यान आकर्षित करना चाहता हूं कि जब वहां गाड़ी आती है, तो लोगों को दूर तक घूम कर गाड़ी में बठैना पड़ता है, क्योंकि प्लेट-फार्म नहीं है । अगर उस प्लटफार्म को ऊंचा कर दिया जाये, और ऊपर हल्का सा ओवर-ब्रिज बन जाये, तो यात्रियों को बहुत सुविधा हो जाये । पिछले दिनों एक औरत का कपड़ा वहां उलझ गया और एक्सिडेंट होते होते बचा । कई भाई बक्सा वग़ैरह लेकर उतरते हैं और उनको बड़ी कठिनाई का सामना करना पड़ता है । वहां पर यात्री बहुत बड़ी संख्या में आते हैं । आगे कुम्भ आ रहा है । इसलिये वहां पर प्लेटफार्म को ऊंचा कर दिया जाये और ओवर-ब्रिज की भी व्यवस्था कर दी जाये ।

बाराबंकी स्टेशन के ऊपर जो ओवर ब्रिज बना हुआ है, उस की दूसरी तरफ़ छोटी लाइन है और रेलवे के क्वार्टर्ज हैं । इस लिये वहां पर करीब चालीस फ़ीट का ओवर-ब्रिज का छोटा सा टुकड़ा बनाया जाना चाहिए । अभी पिछल दिनो दो एक्सिडेंट वहां पर हो गये और एक आदमी जान से मारा गया । एसी हालत में अगर वहां पर ओवर-ब्रिज को थोड़ा और बढ़ा दिया जाये, तो रेलवे का कोई नुक्सान नहीं है और इस प्रकार के एक्सिडेंट्स बच सकते हैं

लक्सर और नजीबाबाद के बीच में बालावाली स्टेशन है । वहां पर इधर स्टेशन है और दूसरी तरफ़ गंगा ग्लास फैक्ट्री है । वहां पर आने जाने के साधन नहीं हैं और रेलवे लाइन को पार करना पड़ता है, जिस की वजह से लोगों को बहुत दिक्कतों का सामना करना पड़ता है । अगर वहां पर भी एक हल्का सा ओवर-ब्रिज बन जाये, तो लोगों को बहुत सुविधा हो जाये । पिछले दिनों वहां पर एक लड़का बीच में आ कर मर गया ।

[स्वामी रामानन्द शास्त्री]

मैं ने इस बारे में पार्लियामेंट में भी क्वेश्चन किया था । वहां पर जनता के बठने के लिये भी कोई व्यवस्था नहीं है अगर वहां पर प्लैटफ़ार्म के ऊपर थोड़ा सा शैड बन जाये, तो बहुत अच्छा हो । वहां गंगा का किनारा होने से लोग बहुत बड़ी संख्या में आते जाते है । मेलों के दिनों में वहां हजारों आदमी हो जाते हैं ।

मुझे आशा है कि जिन छोटी छोटी बातों की ओर मैं ने माननीय मंत्री महोदय का ध्यान आकर्षित किया है, वह उन पर विचार करेंगे और मेरे सुझावों को क्रियान्वित करने का प्रयत्न करेंगे ।

आप को धन्यवाद देते हुए मैं अपना स्थान ग्रहण करता हूं ।

Mr. Deputy-Speaker: After Shri Goray, I shall call the hon. Deputy Minister, because nobody else is rising.

Shri Goray: Mr. Deputy-Speaker, Sir, I would like to submit a few suggestions for the consideration of the hon. Railway Minister. I would start with some of the grievances which the Orissa people have. The Railway Ministry must be aware that Orissa is the only State in the whole of India which has no divisional headquarters. I have gone through the whole list and I have found that there are States in this country which have more than one divisional headquarters. But Orissa has none. Though there are some regional headquarters which are almost functioning on the basis of divisional headquarters, no formal recognition of that sort has been given. Therefore, there is a sense of grievance. I would suggest that Khurda Road can be changed into a divisional headquarters, which will take away this sense of injustice.

There ought to be an alternative rail link between Rourkela and Talcher. The Railway Ministry and the country at large have learnt at their cost that during the recent floods, all connections between Rourkela and Talcher were severed and a bottleneck was created. This could be easily avoided if an alternative rail link is provided.

Coming to my State, Maharashtra, I have tried to represent the grievances that we have in regard to the railways. Perhaps you will be surprised to know that so far as Maharashtra is concerned, except for Diva-Panvel rail link of 30 miles, no new lines have been undertaken recently. I would say that though I understand the financial difficulties of the Railway Ministry, it should not be impossible for them to at least broaden or repair the existing lines. I have in mind the links between Manmad to Dhond, Pandharpur to Miraj, Miraj to Kolhapur and Hubli to Poona.

I suppose the hon. Minister-in-charge knows from personal knowledge how the Manmad railway station has been neglected, though it is a very big junction. There is no covered platform and no good latrines. The people have to wait on the platform in sun and rain. On both sides of this rail link, new sugar factories are coming up. A huge factory for manufacturing alcohol is being set up by Government. I do not know how this station, and this track which is almost an apology for a railway station and a railway track, will be in a position to cope with the increased traffic.

About Pandarpur, I have represented any number of times and I have been always told that the Kurdwadi and Pandarpur stations are likely to be reconstructed and nothing should be done on a temporary basis. But what we find is, after four years, nothing has been done. No reconstruction or remodelling has taken place, nor repairs have been undertaken. Considering the fact that Pandarpur happens to be a very well-known centre of pilgrimage, I would request the Railway Ministry to see to it that the minimum facilities

or amenities are provided for the pilgrims.

About the rail link between Miraj and Kolhapur, Kolhapur is perhaps the biggest jaggery-producing centre. Jaggery worth about Rs. 2 crores is yearly exported and it goes to far-away stations in Gujarat Rajasthan and North India. The railway link from Hubli to Poona serves these markets and this is a long neglected railway link, because of which, you will find, many a time bottlenecks have occurred to the disadvantage of the jaggery producing agriculturists. The other thing that has to be taken note of is that round about this rail link very big industries are coming up. Take for instance, a place called Karan, where, very shortly, there will be a huge paper-producing factory, and also a fertilizer factory. As soon as the Koyna starts giving electricity, there will be an aluminum producing plant. If all these factories are to be served by the rail link, I do not know how it will be possible for the railways to do them justice without giving attention to this problem. Therefore, I would like to point out to the Minister that they should at leats try to broaden this rail link and see to it that it is improved and repaired.

I am very sorry to mention that at a place like Poona the employees of the Central as well as Southern Railways have been housed in such old and rickety barracks. Something ought to be done in the matter immediately. The Deputy Minister was good enough to come and see things for himself recently. I have in mind the houses at Tadiwala road. I suppose the Deputy Minister was there. You will be surprised to know that for years together no repairs have been made to those houses. The D type J type and other type houses are given to government servants on rent, and the rent charged is 10 per cent of the salary, though the assessed rent is much lower than that. Now the refund of the difference between the rent assessed and the rent charged will take effect from an arbitrary date, namely, from 1960, though they have been there from 1950 and rent has been recovered from them at the rate of 10 per cent of their salaries all these years. Also the buildings are so old and rotten that they will not fetch even one-third of the rent.

The same applies to latrines and other amenities. Then, there are no schools there. The water supply is also very meagre. Even though the Poona Corporation has passed a resolution, saying that they are ready to give them a primary school and even though the railways have an extensive plot of land where the school building can be erected, they are just sitting tight; neither are they building schools themselves, nor are they allowing the Corporation to construct a building themselves. This sort of affairs calls for immediate relief.

Then I come to the fate of the retired railwaymen. You will remember, Sir, that the Pay Commission in 1946 had recommended that, as far as possible, pension should be given to the railway employees. What happened was that this particular report of the First Pay Commission was considered by the Railway Ministry and only those who retired after 1957 were given the benefit of those pensions. So, those people who retired between the period 1947—57 were not given the benefit of the pension scheme. It was stated that it is not usual for the Ministry to give retrospective effect to such schemes. To that, I would like to point out that in other Ministries retrospective effect has been given. For instance, people serving in the Nasik Printing Press were given retrospective effect of the pension scheme for those who had retired after a particular date. Therefore, I would like to say that this long-standing grievance has been there and since these people have served the railways so faithfully, they should at least be shown some consi-

[Shri Goray]

deration. These people will not number more than 3,000 to 4,000 and the annual expenditure would be not more than Rs. 5 lakhs. I think their case should be considered favourably. After all, the railways are spending crores and crores of rupees and if Rs. 5 lakhs or 6 lakhs are to be spent for these old people, it should not make any difference to the finances of the Railway Ministry.

Then the same thing is there about the pre-1931 guards. They have also been agitating for the redress of their grievance, but nothing has been done so far. I would like to take this opportunity to request the hon. Railway Minister to consider their case also.

The last point that I would like to mention is regarding the catering system. On the Demand that was discussed before these, a good deal was said about catering. I am one of those who have every sympathy for the valiant efforts that the Railway Ministry is making to provide the passengers with more and more amenities, but I must say that my opinion about catering by the railways is very poor. I have said so many times. I have also suggested to the Ministry that if they allow Members of Parliament, who are constantly travelling to check the food that is supplied and the raw material that is being used, perhaps it will be possible to improve the food that is being served.

One thing that is very important we ought to bear in mind. The thing is that the railways do not have to pay the market price wherever they are taking over catering. They get the rice, atta, sugar, everything at controlled rates. They do not have to pay any sales tax. All these things must be taken into consideration. You must see to it that when you are exempted from these charges, it should be possible for railway catering service to give wholesome and good food at a cheap rate. What is happening is that rates are going up and the quality is coming down. I can say from personal experience that as soon as you lodge a complaint, or even ask for the complaint book, immediately the service improves. I have seen that within 15 minutes, the same man produces good *roti*, good vegetables and good rice from the same kitchen. Everything was improved instantaneously the moment he came to know that I was an M.P. and I wanted the complaint book. He said:

'साहब, पन्द्रह मिनट इन्तजार कीजिये, अभी देता हूं'।

That sort of thing must be gone into and those people who are responsible must be punished. There is no other way of improving this catering.

I feel very much concerned about ca'ering because more and more people are coming from outside. The tourist traffic is something which is fetching dollars for us and we want that more tourists from England, America and all these countries should come. The service is so wretched, the crockery is so bad—it is stained crockery—and the napkins and all that that is provided there is something that you cannot stand sight of. This is something that must be improved. I would again stress that if it would be possible for the Ministry to give the necessary authority to MPs. to see to it that catering is done in a good way, there will be a lot of improvement possible.

These are the points that I wanted to strees upon. I hope the Ministry will take note of them.

Some Hon. Members rose—

Mr. Deputy-Speaker: Hon. Members are making up their mind now? Shri Balmiki.

श्री बाल्मीकी (बुलन्दशहर रक्षित अनुसूचित जातियां): उपाध्यक्ष महोदय, रेलवे विभाग ने जो आशातीत उन्नति की है उस की अवश्य प्रशंसा करनी होगी। लेकिन

कार्यक्षमता और व्यवहार को देखते हुए वह बात उतनी आगे नहीं जाती है । अभी कुछ बातें मेरे मस्तिक में हैं जो कि मैं माननीय मंत्री जी के सामने रखना चाहता हूं ।

सब से पहला सवाल जो हमारे सामने आता है वह है स्वच्छता का । रेलवे विभाग के द्वारा स्वच्छता लाने का प्रयत्न करते हुए भी न तो गाड़ियों में और न प्लेटफार्मों पर ही वह स्वच्छता का रूप दिखाई देता है । अगर कोई आदमी लगातार दो हजार मील से ज्यादा सफर करता है और वह डब्बे में वैसे ही बैठा रहे, नहाने धोने और मुंह धोने की कोशिश न करे, तो वह बैरागी बन सकता है । हिन्दुस्तान के अन्दर एक सवाल सिर पर पाखाना ढोने की लानत का है । हमारे देश के महानतम नेता माननीय पं० गोविन्द वल्लभ पन्त के, जो कि अब हमारे बीच में नहीं हैं, मस्तिष्क के अन्दर एक दर्द था इस बारे में और उन्होंने एक कमेटी इस के लिये कायम की । उस का मैं भी सदस्य था । सारे देश में हम गये और अपनी सिफारिशें उन के सामने रक्खीं । उस में एक चैप्टर रेलवे के बारे में भी है । मैं उस की ओर आप का ध्यान आकर्षित करना चाहता हूं । रेलवे कालोनीज के अन्दर भी यह प्रथा, सिर पर पाखाना ढोने की, किसी न किसी रूप में विद्यमान है, और पाखाने ज्यादातर हाथ से साफ करने के हैं । वहां पर पाखाने को ले जाने का और सफाई करने का जो तरीका है वह बहुत पुराना है और गन्दगी से भरा हुआ है । मैं चाहता हूं कि माननीय मंत्री जी इस बात की ओर सविशेष ध्यान दें । सारे देश में सिर पर पाखाने ढोने की लानत को दूर करने का जो सवाल है, उस के सम्बन्ध में और मौजूदा पाखानों में परिवर्तन लाने और उन की सूरत बदलने के मामले में रेलवे विभाग सब से बड़ा आदर्श हमारे सामने उपस्थित कर सकता है । यह काम कहीं कहीं शुरू भी हुआ है । लेकिन उस में गति लाने की आवश्यकता है ।

यह बात ठीक है कि रेलवे की स्पीड बढ़ी है, खास तौर से माल गाड़ियां तेजी से भागती हुई नजर आती हैं । लेकिन जितनी अधिक भागती होना चाहिये उतनी नजर नहीं आती हैं । हर जगह पर, खास कर मेरे क्षेत्र में कोयले की कमी है क्योंकि माल ढोने के लिये डब्बे नहीं मिलते हैं । अगर कहीं कहीं कोयले के डब्बे आते भी हैं तो बीच में से ही गायब हो जाते हैं । ऐसे बहुत से मामले सामने आते रहते हैं । मेरा यह सुझाव है कि इस ओर ध्यान दिया जाये और अधिक से अधिक डब्बे कोयला ढोने के लिये प्राप्त हो सकें, इस का प्रयत्न किया जाये ताकि कोयले की कमी दूर हो सके ।

तीसरा प्रश्न हमारे सामने चतुर्थ श्रेणी के कर्मचारियों का है । यों तो रेलवे ने बड़ी सुविधायें दी हैं, चतुर्थ श्रेणी के कर्मचारियों के वेतन के सम्बन्ध में और उन के रहने के क्वार्टर आदि के सम्बन्ध में जो उन्नति विभाग ने की है, उस की प्रशंसा मैं अवश्य करूंगा, लेकिन उन लोगों के साथ अधिकारियों का व्यवहार जो है, वह अच्छा नहीं है । उन के साथ दुर्व्यवहार होता है । कई स्टेशनों पर इस तरह की घटनायें हुई हैं, जो कि मैं वक्तन फवक्तन मंत्री जी को लिखता भी रहा हूं । अभी भी इस तरह की एक बात बरेली स्टेशन पर हुई, जहां के बाबुओं ने हमारे एक चतुर्थ श्रेणी के कर्मचारी को मारा । इसी ६ तारीख को खुर्जा स्टेशन पर एक भंगी को, एक बाल्मीकी को वहां के स्टेशन मास्टर और दो बुकिंग क्लर्कों ने मिल कर मारा, और इतना मारा कि उस के काफी चोटें आईं । जब वह डाक्टर के पास गया तो डाक्टर ने उस का नाम तो लिख लिया, लेकिन स्टेशन मास्टर के कहने से मे उस का इलाज नहीं किया । उस कर्मचारी का नाम राम फल है और स्टेशन मास्टर का नाम शायद मि० वर्मा है । बुकिंग क्लर्कों का नाम कुछ भी हो सकता है । ऐसी ही एक घटना यहां पहले भी हुई थी । इसी प्रकार से एक चतुर्थ श्रेणी का

[श्री बाल्मीकी]

कर्मचारी था जो अपने क्वार्टर में देवी की पूजा कर रहा था । देवी की पूजा दुनियां करती है, वह भी कर रहा था । उस में पशुबलि चढ़ाने की बात भी किसी रूप में आई । इस के ऊपर उन लोगों को नाराजगी हुई और उन्होंने उसे मारा । इस मामले में हमारे अधिकारियों ने, हमारे मंत्री जी ने और रेलवे बोर्ड ने ऐसा कदम उठाया कि उन लोगों को काफी तगड़ी सजा मिली । लेकिन जो लोग बाकी रह गये थे, वे इस बात को दिमाग में रखते थे । उन्होंने गालियां देते हुए, अपशब्द कह कर उस चतुर्थ श्रेणी के कर्मचारी को मारा बुरी तरहसे । यह तो विशेष तौर से मेरे क्षेत्र की घटना है, ऐसा अनेक क्षेत्रों में होता है । इस लिये मैं ध्यान आकर्षित करना चाहता हूं कि जो हमरे सेवा करने वाले लोग हैं, चाहे वे सफाई करने वाले मजदूर हों, चाहे दूसरे काम करने वाले मजदूर हों, उनके साथ सद् व्यवहार होना चाहिये, आतमियता का व्यवहार होना चाहिये, इन्सानियत का व्यवहार होना चाहिये, उन को इन्सान समझा जाये । इस ओर आप के प्रयत्न हो रहे हैं लेकिन मैं आप का ध्यान इस की ओर इस लिये आकर्षित कर रहा हूं कि जितना प्रयत्न होना चाहिये, अभी उतना हो नहीं पा रहा है ।

उस के बाद आती है भ्रष्टाचार की बात । भ्रष्टाचार अनेक रूपों में दूसरी जगहों पर भी है । इस को दूर करने के लिये आप ने प्रयत्न किये हैं, जिस के लिये मैं सद्भावना के साथ आप को धन्यवाद देना चाहता हूं, लेकिन सेनिटरी विभाग के अन्दर जो इस तरह का भ्रष्टाचार है, छोटे कर्मचारियों से जो रिश्वतें ली जाती हैं, उन के महीने बंधे हुए हैं, और पूरी नौकरी के दिनों में उन से यह ली जाती है, मैं समझता हूं कि आप इस ओर ध्यान देंगे और इसे दूर करने का यत्न करेंगे ।

हरिजनों को उन्नति के अवसर प्रदान करने का बड़ा प्रश्न अभी भी बना हुआ है । सफाई मजदूर आदि पर जो छोटा काम करने वाले कर्मचारी हैं उन की बदली के लिये जो कैटेगरी बनाई गई है, उस से कुछ कुछ काम हुआ है । उस के लिये मैं माननीय मंत्री जी को धन्यवाद देता हूं, लेकिन फिर भी यह शिकायत है कि अगर कोई ऐसा छोटा काम करने वाला कर्मचारी अपना काम बदलने के लिये दरखास्त देता है तो उस को बदली कठिनाई से मिलती है । उस में अड़चनें होती हैं । इस ओर मैं आप का ध्यान आकर्षित कराना चाहता हूं । आप इस ओर ध्यान दें ताकि उन को बदली जल्दी मिल सके और एक जाति केवल एक काम में रह सके ।

अब एक स्थानीय प्रश्न है । अभी मेरे क्षेत्र में रेलवे लाइन बनाने का एक सवाल आया था, और उस को उत्तर प्रदेश गवर्नमेंट के सामने वहां के प्रतिनिधियों ने भी उठाया था । वह प्रश्न चोला को बुलन्दशहर से मिलाने का है । एक सर्वे पार्टी भी उस को देखने गई थी, कुछ आशा भी हुई थी लेकिन अब ऐसा लगता है कि शायद यह काम छोड़ा जा रहा है । इस लाइन को बनाना अति आवश्यक है । इस क्षेत्र में एक गन्ना मिल भी है । इस का सर्वे हो चुका है । मेरा निवेदन है कि मंत्री महोदय इस ओर ध्यान दें । बुलन्दशहर खेतिहर जिला है और अच्छा जिला है । यहां काफी अन्न, दूध, गन्ना और गुड़ होता है । अगर वहां रेल फैलाई जाय तो जनता को भी लाभ होगा और रेलवे विभाग को भी लाभ होगा । जिन क्षेत्रों की आर्थिक अवस्था अच्छी है और जो आने जाने के खर्च को बरदाश्त कर सकते हैं और जहां माल भी काफी आ जा सकता है, उन क्षेत्रों में अवश्य रेलवे लाइन डालना चाहिये । इसलिये मेरा निवेदन है कि चोला और बुलन्दशहर को

मिलाया जाये । बुलन्दशहर को अनूपशहर से मिलाया जाये और गंगा पर पुल बना कर इस लाइन को बदायूं तक ले जाया जाय ।

इस के अतिरिक्त पलवल और जवर के बीच में यमुना नदी पर एक पुल बना कर जवेर को खुर्जा जंकशन से मिला दिया जाये यह इलाका यातायात के साधनों की दृटि से पिछड़ा हुआ है वैसे खेती के लिहाज से अच्छा इलाका है । यहां रेल से आने जाने के साधन नहीं हैं । मैं इस ओर आप का ध्यान आकर्षित करता हूं । यह मेरे क्षेत्र का हिस्सा है और यहां बहुत आसानी से लाइन डाली जा सकती है । इस से रेलवे विभाग को काफी लाभ हो सकता है ।

मेरे क्षेत्र के बीच का भी जो हिस्सा है उस में रेलवे लाइनों की आवश्यकता है और उन से बहुत लाभ हो सकता है । मेरा निवेदन है कि दनकौर से सिकन्दराबाद को मिलाया जाये और सिकन्दराबाद को बुलन्दशहर से मिलाया जाय । इस के अतिरिक्त बक्सर को स्याने से मिलाया जाये और स्याने को राजघाट से मिलाया जाय । इस तरह से अगर आप इन छोटे छोटे टुकड़ों को हाथ में लें तो इन से बहुत काम चल सकता है । मेरे क्षेत्र में गन्ना मिल भी है । यहां इंडस्ट्रियल क्षेत्र बढ़ रहा है और दूसरे छोटे छोटे उद्योग भी बढ़ रहे हैं । तो ये इस तरह के प्रश्न हैं जिन की ओर मैं माननीय मंत्री जी का ध्यान दिलाना चाहता हूं कि इस क्षेत्र में नई लाइन बनाई जाये ।

अन्त में मैं चोला को बुलन्दशहर से मिलाने पर फिर जोर देना चाहता हूं । इस लाइन का सर्वे हो चुका है । इसलिये इस को न रोका जाये और इसे चालू किया जाये । अगर इस काम को रोका गया तो उस से हमारी आशाओं पर पानी फिर जायेगा ।

श्री लल्झी राम (हमीरपुर—रक्षित-अनुसूचित जातियां) : उपाध्यक्ष महोदय, रेलवे मंत्रालय बधाई का पात्र है क्योंकि यह विभाग सारे हिन्दुस्तान में फैला हुआ है और इतने कर्मचारी होते हुए भी काफी कुशलतापूर्वक काम कर रहा है । लेकिन फिर भी कुछ स्थानीय समस्याओं की ओर मैं आप के द्वारा माननीय मंत्री जी का ध्यान आकर्षित करना चाहता हूं ।

हमारे सदन में कई बार पिछड़े क्षेत्रों के सम्बन्ध में बातें होती रही हैं, और लगभग हर विभाग ने यह आश्वासन दिया है कि पिछड़े क्षेत्रों की उन्नति के लिये काम किया जायेगा । मैं बुंदेलखंड से चुन कर आया हूं । बुंदेलखंड उत्तर प्रदेश का एक अत्यन्त पिछड़ा हुआ क्षेत्र है और इस क्षेत्र में अंग्रेजी शासन काल के बाद रेलवे लाइनों के विस्तार का काम कतई नहीं हुआ है । पिछली बार पांच सात वर्ष पहले हमारे भूतपूर्व रेलवे मंत्री महोदय, माननीय शास्त्री जी, उरई पधारे थे । वहां से जालौन गये थे । वहां के लोगों ने उन को अपनी कठिनाइयां बतलायी थीं और उस आधार पर उन्हों ने उरई से जालौन तक एक रेलवे लाइन डालने के सम्बन्ध में कुछ आश्वासन दिया था । एक सर्वे भी हुआ । सर्वे होने के बाद आश्वासन दिया गया कि यह लाइन डाली जायेगी । इस में थोड़ा सा खर्च होता है, कोई बड़ा खर्च नहीं होता । लगभग ५८ लाख रुपये इस में खर्च होने थे । लेकिन अब उस की ओर कोई ध्यान नहीं दिया जा रहा है ।

झांसी से कानपुर के बीच में जो रेलवे स्टेशन हैं वे बहुत बुरी हालत में पड़े हुए हैं । उन के बारे में मैं ने कई बार लिख कर भी भेजा रेलवे बोर्ड को, लेकिन उन स्टेशनों के विस्तार के लिये कोई खास प्रयास नहीं किया गया जबकि बार बार यह आश्वासन दिया जाता है कि उस का सर्वे हो रहा है, उन को

[श्री लच्छी राम]

देख रहे हैं, उस का एस्टीमेट तैयार हो रहा है, लेकिन उस पर कोई खास काम नहीं हो रहा है ।

मैं रेलवे के भ्रष्टाचार की ओर भी आप का ध्यान आकर्षित करना चाहता हूं । मैं ने पिछली बार भी कहा था कि बिल्टियां छुड़ाने और वैगनों के देने के संबंध में काफी भ्रष्टाचार चलता है और इस से लोगों में काफी असंतोष है । लेकिन इस विषय में कोई सतर्कता से काम नहीं लिया जाता । हमारे यहां के भ्रष्टाचार विरोधी विभाग के लोग भी समय समय पर दौरा करते हैं और देखरेख करते हैं, लेकिन उस में जो कर्मचारी रखे गये हैं वे विभाग के पुराने कर्मचारी हैं जो भ्रष्टाचार के सम्बन्ध में काफी जानकार होते हैं । लेकिन वे पुराने कर्मचारी जो स्वयं भ्रष्टाचार में काफी दक्ष हैं वे भ्रष्टाचार को और भी बढ़ाते हैं, जैसेकि सांभर झील में कंकर पत्थर जो भी जाता है नमक बन जाता है, वही हाल इस विभाग का है । जो आता है वह भी भ्रष्टाचार में शामिल हो जाता है । अगर उन्हों ने कोई केस पकड़ा भी तो वह कहते हैं कि केस चलाना हमारे अधिकार में नहीं है । वे फाइल तैयार कर देते हैं लेकिन दूसरे अधिकारी केस नहीं चलाते और केस पड़े रह जाते हैं । तो मैं निवेदन करना चाहता हूं कि भ्रष्टाचार रोकने के लिये जो विभाग बनाया जाय उस में नये आदमी रखे जायें और कुछ ऐसी उन की परिपाटी हो कि वे दक्षता के साथ और राष्ट्रीय भावना से काम करें । उन से भ्रष्टाचार को रोकने में मदद मिल सकती है ।

तीसरी बात मैं यह कहना चाहता हूं कि तीन चार दिन पहले अवस्थी जी ने जिक्र किया था कि कानपुर के आस पास अक्सर पांच छः स्टेशनों तक गाड़ी रोकी जाती है जंजीर खींच कर । मैं ने भी बार-बार इस सम्बन्ध में कहा था और प्रयास भी हुआ । वहां के आस-पास के गांवों पर सामूहिक जुरमाना भी हुआ, लेकिन फिर भी जंजीरें खींची जा रही हैं और यह काम जारी है । एक-एक फरलांग पर जंजीरें खींची जाती हैं, वहां के कर्मचारी निराश हैं, वह कहते हैं कि अगर हम कहीं ज्यादा रोकटोक करते हैं तो हम पर हमला हो जाता है, उन की सुरक्षा का कोई प्रबन्ध नहीं है । मैं निवेदन करता हूं कि ये घटनायें इसलिये बराबर घट रही हैं कि कानपुर के आस-पास के गांवों के लोग अपना सामान ले कर वहां बेचने के लिये जाते हैं और वह गाड़ी को रोकना चाहते हैं । अच्छा हो यदि इन लोगों के लिये चार पांच स्टेशनों तक के लिये डीजल का एक दो डब्बों का कोई शटल चला दिया जाय । अभी हालत यह है कि जो मुसाफिर कानपुर से लखनऊ जाने वाले होते हैं उन को बड़ी कठिनाई होती है । जो कानपुर से झांसी या बम्बई जाने वाले मुसाफिर होते हैं उन की गाड़ियां बहुत लेट हो जाती हैं और पुखरायां तक तो यह हाल होता है कि गाड़ी बहुत धीमी चलती है । तो मेरा निवेदन है कि इस को रोकने का प्रयास होना चाहिये क्योंकि इस से बड़ी अराजकता फैलती है और लोगों का गवर्नमेंट पर से विश्वास उठता जाता है । ये समस्यायें बहुत दिनों से चली आ रही हैं ।

इस के अतिरिक्त मैं यह भी निवेदन करना चाहता हूं कि कुछ स्टेशनों पर तीसरे दरजे के मुसाफिरों के लिये खाने पीने की व्यवस्था अच्छी नहीं है । खास तौर से झांसी और ललितपुर दो स्टेशन ऐसे हैं जो बुंदेलखंड के प्रमुख स्टेशन हैं । इन में जो खांचे वाले सामान बेचते हैं वह बड़ा नीचे किस्म का होता है, स्वास्थ्यवर्धक नहीं होता । इस में भी सुधार होना चाहिये । अगर यह हो सके तो मैं समझूंगा कि बुंदेलखंड के इस क्षेत्र के लिए कुछ किया गया ।

हमारे साथी श्री राम सहाय जी तिवारी जो स्वयं बुंदेलखंड से चुनकर आये हैं, उन्हों ने

अपने पिछले भाषण में यह मांग की थी कि मऊ रानीपुर से उरई तक रेलवे लाइन डाली जाय । यह हिस्सा बहुत पिछड़ा हुआ है । अगर मऊ को उरई से मिला दिया जाय तो यहां के लोगों को बहुत सुविधा होगी क्योंकि यह बीच वाला क्षेत्र काफी नदियों से घिरा हुआ है । वहां के निवासी बरसात के दिनों में अपने को ऐसा समझते हैं कि किसी टापू के अन्दर रहते हों । इस लाइन पर विचार किया जाय मैं आप के द्वारा यह अनुरोध करता हूं ।

अन्त में मैं अपने रेलवे मंत्री महोदय को बधाई देता हूं और मुझे आशा है कि वे हमारे इस क्षेत्र की ओर विशेष रूप से ध्यान देंगे ।

मैं ने स्वयं उन से कई बार उरई से जालौन तक लाइन बिछाने के लिये कहा है और वहां के रहने वालों ने इस के लिये मिट्टी डाल कर अपना योगदान देने का आश्वासन भी दिया है । एक बार इस तरह का प्रश्न आया था कि अगर वहां के लोग इस सिलसिले में कुछ अपना योगदान दें तो इस लाइन के निर्माण पर विचार किया जा सकता है । अब जैसा कि मैं ने बतलाया इस लाइन के निर्माण हेतु वहां के निवासियों ने मिट्टी डालने का आश्वासन दिया है । मुझे आशा है कि यह लाइन शीघ्र से शीघ्र बनाई जायेगी । अन्त में मैं पुनः रेलवे मंत्री महोदय को उन के विकास कार्यों के लिये बधाई देते हुए अपना आसन ग्रहण करता हूं ।

श्री म० ला० द्विवेदी (हमीरपुर) : उपाध्यक्ष महोदय, मैं आपको धन्यवाद देता हूं कि आपने मुझे थोड़ा सा समय रेलवे डिमाण्ड्स के ऊपर बोलने का दिया । वास्तव में रेलवे मन्त्रालय मेरी निगाहों में बधाई का पात्र है । कारण उसका यह है कि कुछ दिन पूर्व पिछले साल या दो साल पूर्व विरोधी दल के सदस्यों ने यह कहा था कि रेलवे की हालत यह हो गई है कि जग के जीवन का राम ही मालिक है लेकिन जगजीवन राम ने और उनके सहयोगी मन्त्रियों ने जिस कुशलता से काम किया है उसने यह प्रमाणित कर दिया कि अब जन जीवन को आराम ही आराम है । रेलवे में दुर्घटनाओं की संख्या में काफी कमी हुई है और उसी के साथ रेलवे के चलाने में कुछ गाड़ियों के चलाने में जो कुशलता प्राप्त हुई है वह वास्तव में बधाई का काम है ।

17:42 hrs.

[SHRI MULCHAND DUBE *in the chair*]

थोड़ी सी कठिनाइयों की बाबत जो मैं कहने चला हूं और जो कि हम लोगों की है उनकी चर्चा में कोई नुक्ताचीनी करने की गरज से नहीं करता बल्कि इसलिये करता हूं कि रेलवे बोर्ड के जो अधिकारी वर्ग हैं मुझे यह खेद के साथ कहना पड़ता है कि हमारे रेलवे अधिकारियों का ध्यान केवल बड़े बड़े शहरों और बड़े बड़े इलाकों की ओर ही जाता है और पिछड़े इलाके और अविकसित इलाकों के प्रति एक प्रकार से उपेक्षा का बर्ताव किया जाता है ।

अब मैं इससे इंकार नहीं करता कि बम्बई से लेकर दिल्ली तक और कलकत्ते तक रेलवे लाइनों को दुहरा किया जाना आवश्यक है । उनको अवश्य दुहरा किया जाय लेकिन उसी के साथ ही साथ यह भी अवश्य कहना चाहूंगा कि वे पिछड़े हुए इलाके जहां पर अभी तक एक भी रेलवे मार्ग नहीं बना है और आज हमको स्वतन्त्रता प्राप्त किये करीब १३ वर्ष हो चुके हैं, उनको अपनी उसी पुरानी अवस्था में पड़े रहने देना उचित न होगा । यह उचित न होगा कि जो पहले से विकसित इलाके हैं उनको और विकसित करते चले जायं और अविकसित की ओर ध्यान न

[श्री म० ला० द्विवेदी]

दें । मेरा इस बारे में रेलवे मन्त्रालय को सुझाव यह है कि उन इलाकों में जिनमें पहले से थोड़ा सा विकास मौजूद है उनका विकास कार्य थोड़ा लम्बे अर्से में कर दिया जाय जैसे कि अगर ५ साल में डबल लाइन बिछानी है तो बजाय ५ साल के इस काम को ७ साल में किया जाय और इस तरह जो रुपया बचे उसे पिछड़े इलाकों को विकसित करने में लगा दिया जाय । ऐसा करने से जो वहां के निवासी हैं और जो कि ग्रामीण लोग हैं और जिनकी कि आबादी करीब ८५ फीसदी है वह आपको हृदय से धन्यवाद देंगे ।

अब हमारे इलाके में गेहूं जो कि १० रुपये प्रति मन बिकता है वही गेहूं कानपुर और दिल्ली में जाकर २० रुपये मन बिकता है । बैलगाड़ी से लाकर उनको बेचना होता है । अन्य यातायात के साधन सुलभ नहीं हैं और इसलिये इस बात की आवश्यकता है कि वहां यातायात की व्यवस्था की जाय और इस पंचवर्षीय योजना में किसी न किसी प्रकार से कुछ रुपया निकाल करके पिछड़े हुए इलाके में रेलवे लाइनें निकाली जायं । मुझे स्मरण है कि पहले जब रीवां राजधानी थी तो हरपालपुर टु छतरपुर—रीवां तक लाइन बनाने की योजना थी लेकिन चूंकि भूपाल राजधानी हो गया है इसलिये वह लाइन बन्द कर दी गई है । अब चूंकि राजधानी वहां से हट गई तो यह लाइन भी आपने बनाने का विचार छोड़ दिया तो क्या हम लोग फिर से रीवां को राजधानी बनवाने की कोशिश करें ? क्या उसके लिए हम फिर से नये प्रान्त बनाने की बात करें ? अब इस लाइन के बनवाने के लिये क्या हम रीवां को फिर से राजधानी बनवाने के लिए जनता को आन्दोलन करने के लिये भड़कायें ? यह समय का तकाजा है कि जो गरीब और पिछड़े हुए इलाके हैं और जिनमें कि आज तक लोगों ने रेल के दर्शन भी नहीं किये हैं उनके प्रति अब सरकार को उपेक्षा भाव एक दम छोड़ देना चाहिये और उनके विकास का कार्य फौरन हाथ में ले लेना चाहिये । आपने पंचवर्षीय योजना में बड़ी बड़ी विकास की योजनाएं हाथ में ली हैं और उन पर आपने काफी काफी धनराशि खर्च करने की व्यवस्था की है, आप बड़े शौक से अपने उन बड़े-बड़े विकास कार्यों को करें लेकिन रिलेटिवली किसी अनुपात से कुछ धनराशियां आप पिछड़े इलाकों में विकास कार्य करने और नई लाइनें बिछाने के लिये रक्खें ।

दूसरी बात मैं यह कहना चाहता हूं कि हमारे इलाके में खास तौर से बुंदेलखण्ड के इलाके में वैगन्स की बड़ी कमी है और उनको लेकर बड़ा पक्षपातपूर्ण व्यवहार हो रहा है । अब हमारे इलाके का मुख्य उद्यम खेती बाड़ी ही है और वहां का मुख्य व्यापार गल्ले का ही व्यापार है और यह आम शिकायत है कि हमारे इलाके के ग्रामीण लोगों को गल्ले के लिए वैगंस नहीं मिलते हैं जब कि बड़े बड़े स्टेशनों के व्यापारियों को २००, २०० और ४००, ४०० वैगंस तक मिल जाया करते हैं । आज हालत यह है कि बांदा से कानपुर और झांसी से मानिकपुर के इलाकों में वैगंस मिलने के सम्बन्ध में जो कठिनाई पेश आती है उसका शायद सही सही अनुमान आपको न होगा । मैं रोजाना वहां जाता हूं और वैगंस की शिकायत को लेकर लोग हमारा दिमाग खा जाते हैं । बहरहाल उन इलाकों में वैगंस बहुत ही कम मात्रा में दिये जाते हैं । मैं आशा करता हूं कि मन्त्री महोदय इस ओर ध्यान देंगे ।

इसी तरह से मैं मन्त्री महोदय का ध्यान दिलाना चाहता हूं कि एक छोटा सा स्टेशन कुलपहाड़ का है जहां पर कि एक मालगुदाम बनाने की योजना थी और जहां पर कि मालगुदाम की व्यवस्था न होने से हजारों मन गल्ला बर्बाद हो जाया करता है । उसके बारे में दोनों पंचवर्षीय योजनाओं में वायदे होते रहे लेकिन अभी तक रेलवे मन्त्रालय ने उसको बना कर अपना वायदा

पूरा नहीं किया है । अब श्री रामास्वामी ने वायदा किया है कि वह अगले साल तक बन कर तैयार हो जायेगा तो मैं उनको बधाई देना चाहूंगा अगर वह अगले साल बन कर तैयार हो जाता है ।

डिपार्टमेंटल कैटरिंग के बारे में मुझे यह कहना है कि हमने खुद इस बात का प्रयत्न किया कि रेलवे स्वयं यात्रियों के खानपान का इन्तजाम करे । यह एक सही दिशा में कदम था । लेकिन मुझे खेद के साथ कहना पड़ता है कि हिन्दुस्तान भर में इस रेलवे कैटरिंग में भी भ्रष्टाचार पैदा हो गया है । उसके लिए जो गल्ला खरीदा जाता है और सामान खरीदा जाता है उसमें भ्रष्टाचार है और माल और कीमत के बारे में गड़बड़ घुटाला किया जाता है । मैं इसी सिलसिले में झांसी रेलवे स्टेशन का जिक्र यहां पर करना चाहूंगा । अब वहां पर १२ सेर दूध में से २ सेर दूध तो मैनेजर के घर चला जाता था और वैंडर जो दूध बेचने वाला था वह दो सेर खुद निकाल लेता था और मिकदार को पूरा करने के लिए उतना पानी मिला देता था । मुझे जब इस चीज का पता लगा तब मैं ने जांच कराई तो जनरल मैनेजर ने सीधे उन्हीं लोगों से जांच करवाई जो कि इसके लिए जिम्मेदार होते थे और मुझे यह जवाब दिया गया कि साहब आपकी यह शिकायत गलत है । मैंने कहा कि मेरी शिकायत तो सही इसी बात से हो जाती है कि जिस दिन मैंने इसकी बाबत शिकायत की उसी दिन से मैनेजर साहब के घर पर दो सेर दूध की बंधी लग गयी, दो सेर दूध उन्होंने उस दिन से बाजार से खरीदना शुरू कर दिया था । यह क्या कम प्रमाण है कि वह उस तरह से नाजायज तौर से रोज दो सेर दूध ले लिया करते थे ?

इसी तरह से मैं आपको बतलाऊं कि कानपुर, टूंडला या मथुरा के स्टेशनों पर ठेकेदार बाजार से तेल की सस्ती और रद्दी पूरियां खरीद कर बेचते हैं । अब पूरियां के स्टैन्डर्ड की कोई जांच तो होती नहीं है क्योंकि सम्बन्धित अधिकारियों को उन वैंडर्स से अपना हक मिल जाता है । अगर रेलवे ने स्टेशनों पर पूरियों के सप्लाई करने के लिए ठेका दे रखा है और यह शर्त है कि जितनी पूरियां दी जायेंगी वे वापिस नहीं ली जायेंगी । अब वे सस्ती किस्म की तेल की बनी हुई पूरियां स्टेशनों पर बेची जाती हैं और इस तरह से रेलवे में कैटरिंग की व्यवस्था खराब हो रही है । मेरा कहना यह है कि रेलवे कैटरिंग व्यवस्था में सुधार करने की दिशा में आवश्यक कदम शीघ्र उठाया जाय । हम लोग रोजाना देखते हैं कि टूंडला में जहां कि पहले अच्छा खाना मिला करता था अब खराब खाना वहां पर मिल रहा है ।

अभी कुछ दिन हुए उत्तर प्रदेश के एक मंत्री महोदय झांसी स्टेशन आये थे और झांसी रेलवे रेस्टोरेंट में उनको दावत दी गई थी लेकिन वहां जो खाने का ढाई रुपये चार्ज किया गया वह खाना चौदह आने का भी नहीं था और खाना भी अच्छा नहीं था । मैं चाहता हूं कि मंत्री महोदय इस डिपार्टमेंटल कैटरिंग में सुधार लाने की दिशा में आवश्यक कदम उठायेंगे ।

अब रेलवे के बारे में सिर्फ एक बात कह कर मैं अपना आसन ग्रहण करूंगा । रेलवे मंत्री महोदय ने कहा था कि बड़े-बड़े रेलवे स्टेशन नहीं बनाये जायेंगे, प्लेटफार्म्स नहीं बनाये जायेंगे और दूसरी बड़ी-बड़ी बातें नहीं की जायेंगी तो मैं एक छोटी सी बात की तरफ उनका ध्यान दिलाना चाहता हूं और वह यह है कि हमारे कानपुर और बुंदेलखंड के बीच में जो पुल है और जिसके कि बारे में रेलवे मंत्रालय ने दो, तीन साल पेश्तर कहा था और पिछले बजट में भी इस चीज को पास किया था कि वहां पर डबल डैकिंग की जायेगी लेकिन कई साल इसकी योजना बने हुए हो गये हैं पर अभी तक वहां पर डबल डैकिंग नहीं हो पाया है । अगर यह डबल डैकिंग बन जाता है

[श्री म० ला० द्विवेदी]

तो हमारे बुंदेलखंड को जो कि शेष देश से नदियों के कारण कटा हुआ है उसको कुछ राहत मिल जायेगी । इससे किसानों को बड़ी सुविधा हो जायेगी । झांसी की तरफ बेतवा नदी के ऊपर पुल है जिस पर से कि गाड़ियां निकल सकती हैं लेकिन उस पर से एक तरफ निकलने का ४२ रुपया चार्ज होता है । बरसात के दिनों में बड़ी मुश्किल पड़ती है । कई गाड़ियां पानी में डूब गयीं और भरी हुई गाड़ियां मुसाफिरों समेत नदी में गिर गयीं और यात्री लोग पानी में डूब कर मर गये । इसलिए इस तरह के यातायात की सुविधा यहां पर हो जाय तो जनता को बड़ी राहत का अनुभव होगा । श्री श्यामनंदन मिश्र हमारे इलाके में गये थे । उनको २८ रुपये देने पड़े वरना वह हमारे इलाके में से निकल नहीं सकते थे ।

अन्त में मैं और अधिक न कह कर आपसे प्रार्थना करता हूं कि इन छोटी छोटी कठिनाइयों को दूर करें और हमारे छोटे छोटे गरीब, पिछड़े हुए और अविकसित इलाके देश भर में जहां भी हों और जहां कि रेल की व्यवस्था नहीं है वहां रेल बिछाने की कुछ न कुछ व्यवस्था अवश्य करें ताकि वहां की गरीब जनता भी यह महसूस कर सके कि हमारे देश में स्वराज्य आ गया है ।

मैं आपका बड़ी आभारी हूं कि आपने मुझे यह थोड़ा सा समय कुछ अपनी बातों को रखने के लिए दिया । एक बार पुनः मैं रेलवे मंत्री महोदय और उनके सहयोगियों को रेलवे में अच्छा प्रबन्ध करने के हेतु धन्यवाद देता हूं ।

Shri Harish Chandra Mathur: Mr. Chairman, Sir, with the reorganisation of the States we have abolished the distinction between Part A and Part B States. But unfortunately, somehow, this A and B discrimination continues in the Railway Administration. My hon. friend here, who also comes from a former princely State, has just related some of his grievances to show how these backward areas are being neglected. I have a different type of grievance. In Rajasthan we have got a net work of railways. They have not come up after the independence, but they are there much before we got independence. You are giving them a sort of discriminatory treatment.

We have our divisional system. Possibly the hon. Minister will understand that all the divisions in Rajasthan are treated as B class divisions. We have got there the junior administrative officers as divisional officers in these divisions. In all other divisions there are senior administrative officers. Junior administrative officers in the grade of Rs. 1300 to Rs. 1600 are the divisional superintendents in these divisions in Rajasthan. Whether you take Jaipur, Jodhpur, Bikaner, Kotah or Ajmer, you will find that they are junior administrative officers. As against that, in all other places there are senior administrative officers in the grade of Rs. 1600 to Rs. 1800. This is, what I call, the A and B distinction which you are carrying on in the railways.

Sir, somebody will say that the work-load there is smaller. I hope the hon. Minister for Railways who has vast administrative experience now will understand that we do not give different grades to collectors. We do not give one grade to a collector controlling a small district and another grade to a collector controlling a bigger district. The grade for collectors is the same. Same is the case with High Court Judges. Whether a High Court is in Rajasthan, Allahabad or Calcutta, the grade is the same. Sir, it is not because of the work-load but because of the responsibility which he discharges that you fix the status of an officer. I hope the hon. Minister will take into consideration this discriminatory treatment given to the erstwhile State Governments and the divisional headquarters there.

The same sort of thing continues—I will not blame them for that—in respect of certain passenger amenities. They are widely and evenly distributed all over the country. Passenger sheds are being constructed. Servants quarters are being constructed. When you travel on the railways you will find all sorts of constructions going on. But I must says that the carriages, particularly the metre gauge carriages have been neglected for a very considerable time. The metre gauge section has been neglected for a very long time. I wish a little more attention is paid to the improvement of the metre gauge section.

The first-class coaches in the metre gauge section are in a most disgraceful condition. This morning, Mr. Chairman, we were discussing about the unfortunate accident by which Shri Rama Rao died. The hon. Minister made a statement. They are going to make an enquiry to find out how the door opened. I can tell the hon. Minister an instance from my own experience. Only last month I was travelling in a first-class coupe with another passenger. I had bolted the door from inside. After one or two stations I found the door open. The other passenger in the compartment said that he did not open the door at all. I bolted it again, but again after two or three stations I found the door open. Then I checked up and found that the latches are not properly done. With the jerk that a train gets the latches are pushed out and the doors open. If an investigation is made they will say that the doors are all right because there is a second latch at the bottom of the door. But a passenger does not generally put all the latches, he just puts one latch. I think we must pay particular attention to our coaches. The first class coaches have been completely neglected and they give an extremely poor impression to the tourist traffic which we get. Some of the coaches are extremely nice and very good, of course, and if compared, they will be found to be better than the coaches in the foreign railways where we have short travels. But generally the first class coaches need particular attention. So far as the third class coaches are concerned, I can congratulate the hon. Minister for the improvements which he has effected. But these three-tier berths appear to me to be absolutely inhuman and I hope something will be done about it.

I would then briefly refer to catering. I have not got much experience, I must confess, about the quality of the food, but I definitely feel that there has been very great deterioration in the standard of cleanliness. The bearers are so shabby. The whole thing gives such a shabby look that no decent person would like to go to the dining-car and have his food there. I think we must pay proper attention to this matter.

Lastly, I request the Ministry to take steps to give a broad gauge connection to Jaipur. That is not my constituency; it is not my home-town either. But looking to the great importance which this Station is gaining and to the industrial development which is now coming, a broad gauge connection to Jaipur is essential. I have had talks with many industrialists and have asked them to locate their industries there. But the metre gauge connection has been a very great handicap to the development of Jaipur and the Jaipur district as a whole. If we could just extend the broad gauge connection to Jaipur it will very much help the industrialisation there. I know the difficulty of the Railway Minister but I hope even in such matters they will give due priority to all these things also.

Shri S. V. Ramaswamy: 20 hon. Members have spoken on these Demands. Some of them passed remarks of commendation and some made remarks of criticism. We are thankful for both sets of remarks. Many hon. Members spoke of local demands and local interests. As you

[Shri S. V. Ramaswamy]

are well aware, there is another forum where the M.Ps. of particular zones meet the General Managers and officers of the zones every six months and they are shortly going to meet, that is, towards the end of April, when most of these points—I will not be able to touch upon them within the short time at my disposal—can be dealt with in greater detail and more thoroughly and perhaps satisfactorily.

Shri Chintamoni Panigrahi mentioned about Govind Dwadesi. General instructions are there for such festivals. Whenever there is a mela, where people congregate in large numbers, necessary and proper arrangements are to be made. I have no doubt, knowing the importance of the Govind Dwadesi, proper arrangements have been made. Possibly there were some shortcomings, and may I say, Sir, that there will be some shortcomings in all these melas? They can never be perfect and if there were shortcomings we are sorry.

Shri Chintamoni Panigrahi also mentioned about the subsidised hostel. It was not quite popular at the beginning when we started it in 1959, but later on it became popular. We had made provision for 100, but only 25 turned up. Later on, as it became popular, we wanted to have more accommodation. As a matter of fact, we are trying to expand it to 50 more now in order to provide accommodation for all those who apply. Mention was made about the lack of a committee. There is a committee functioning, over the management of which one senior-scale gazetted officer is presiding. There is also another gazetted officer and two officers of Class III.

Shri Raghunath Singh: Are we going to sit after 6 o'clock?

Shri N. R. Muniswamy (Vellore): He can continue tomorrow.

Mr. Chairman: The House is sitting till 6.30.

18 hrs.

Shri Raghunath Singh: From 11 o'clock we have been sitting till 6 o'clock. There should be Members in the House to hear.

Mr. Chairman: It is a matter of budget and taxation.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Apart from that, the Business Advisory Committee decided that every day whatever time we lose after the Question Hour should be made up every day by sitting extra to that extent. (*Interruptions*).

Shri Jhulan Sinha (Siwan): The business after the Question Hour—adjournment motion, calling attention, etc. are as much part of the business of this House as any other business. Why should we be asked to sit extra for that?

Mr. Chairman: Anyhow, the matter has been decided by the Business Advisory Committee. The matter ends there.

Shri S. V. Ramaswamy: I was saying there is a committee for looking after amenities. Two of the officers are Class III and they are managing well. He also mentioned about passenger amenities at certain stations. They will be looked into.

Shri C. R. Narasimhan: The hon. Deputy Minister is not audible. He may go nearer the mike and speak.

Shri S. V. Ramaswamy: He mentioned about four lines recommended by the Orissa Government. As the House is well aware, unless the Planning Commission approves and sets apart the money necessary for that, we shall not be able to take up all the lines which the State Government have recommended. Numerous lines have been recommended and we have hardly the money to push through the lines which have already been accepted.

18.02 hrs.

[MR. SPEAKER *in the Chair*]

Shri Achar mentioned certain points. He has asked about the speed of the trains. While he congratulated that he could go from Delhi to Mangalore in 3 days when it was taking 4 days previously, he was wondering why the speed was not increased. The speed depends upon several factors. Apart from the locomotives and proper condition of the coaches, the most important and basic thing is the track. Along the line he was mentioning, many sections are having only 75 lb. rails. The bridges are not so strong and perhaps could not take in the new locos. Particularly from Calicut to Mangalore, they have got to be strengthened. As regards the speeding up from Shoranur to Cochin, the track is so winding and snaky that it is not possible to pick up speed unless something is done to strengthen the track. So far as the line between Jolarpet and Erode is concerned, there are two steep gradients. One gradient is 1 in 70. The proper gradient should be 1 in 200. These two gradients are going to be eased by partial doublings at a cost of Rs. 3:75 crores. That will help enormously.

Shri C. R. Narasimhan: When will it be completed?

Shri S. V. Ramaswamy: You are there to look into it.

With regard to Madras-Arkonam, the track has been strengthened. Formerly it used to take 1 hour 45 minutes; now it takes 60 minutes, as before the war. There is partial doubling between Arkonam and Jolarpet—a distance of 43 miles—and if all goes well, the trains will be speeded up further.

My hon. friend, Shri Achar, was very considerate. He said that the railways are called upon to bear so much burden and so wanted to know "Why is it that the contribution has been increased from 4 to 4:25 per cent?" I am very thankful to him for urging this point. All these matters were considered by the Railway Convention Committee and they thought it better to fix it at 4.25 per cent, because we have also got to participate in contributing to the general revenues and share the burden of putting forward our contribution to the national development. That is why, in spite of the difficulties, in spite of the demands made on us, the Convention Committee decided upon 4.25 per cent and we accepted it readily. Of course, if the contribution was kept at 4 per cent, we would have got a little more money, and what Shri Achar is thinking of, namely, more funds for amenities to passengers, could have been provided. Still, we thought it best to share a portion of the burden for the national development by contributing a little more.

Shri Achar: My real point was not that. Now we have to pay interest charges. I do not deny that. But we are running so much of service at below cost. We are carrying coal, foodgrains etc. at a concessional rate. Why should you not get reduction, at least to that extent, from the general contribution.

Shri S. V. Ramaswamy: As I submitted, the Convention Committee consisted of hon. Members, very experienced Members.

Mr. Speaker: The Convention has been adopted. What is the good now of changing it?

Shri Achar: That has been adopted. That does not mean that we should get reduction of contribution. Previously, the interest charges was 4 per cent. Now it has been increased to 4½ per cent.

Shri S. V. Ramaswamy: The House has discussed it.

Mr. Speaker: So far as the Convention is concerned, it has been adopted. The hon. Member now says "Since

[Mr. Speaker]

the interest charges are heavier, why do you show concession for carrying food and so on?". That is to say, what is given by the Convention, let it be taken away by heavy charges.

Shri S. V. Ramaswamy: The point is this. Suppose you raise the rates. It will affect the basic industrial structure of the whole country. It will affect the national programme of development and there will be a hue and cry. If we raise the charges for movement of coal and foodstuffs, it will affect the structure of the national economy.

Shri Achar was again mentioning about catering and asking: why take up vending also. We have found that whenever we take up departmental catering, it is far better to do it comprehensively. If we have only one section departmentalised, leaving the other sections for the licensees, trade goes there, because the licensee need pay a pittance of a salary of Rs. 25 to 30 to his employees and so can sell his things cheap, whereas we have got to pay a very high salary to our employees. Also, we cannot afford to lose on catering, because Parliament itself may be critical and it may ask: why are you not able to manage your affairs well and why are you incurring losses? Therefore, we have to think in terms of comprehensive catering so that there may be no losses. That is the reason why we have gone in for vending also, because it is done on a commission basis. If they are paid salaries, they do not take as much interest as they are taking now under the commission basis, because it is self-interest that drives them to solicit customers and earn more. That is why in addition to catering we have gone in for vending also.

Ch. Ranbir Singh was saying many things about fans, light, failure of electricity and all those things. There are instructions of the railways on these matters and the officers are expected to check these things.

Mr. Speaker: Those hon. Members who spoke, criticised and gave suggestions must be in their seats to hear the reply of the hon. Minister. I am very surprised to note this.

An Hon. Member: We are sitting, Sir.

Shri Harish Chandra Mathur: Possibly hon. Members did not know that the reply will be after 6 o'clock.

Shri S. V. Ramaswamy: Suppose an hon. Member is not here and I skip over his point and then if he walks in, it will be rather difficult to switch over and deal with that point. Therefore it is far better to go in a serial order addressing the House rather than the individual hon. Member concerned.

Mr. Speaker: Not only the hon. Member but the outside world is also wanting to know.

Shri S. V. Ramaswamy: Quite so. It is the House that we address and not individual hon. Members.

Shri T. B. Vittal Rao: Hon. Members did not know that the reply will be at 6 o'clock. That is why they have left. Shri Panigrahi had left just now.

Shri S. V. Ramaswamy: Shri T. B. Vittal Rao is the sole occupant of the benches opposite.

Shri Ranbir Singh asked why electrification was being done in those areas where coal is available. My hon. colleague, Shri Shahnawaz Khan, answered the question earlier today and therefore I need not touch upon it again.

He also pleaded for the restoration of some more lines and, what my hon. friend, Shri Narasimhan calls it, connecting missing links. As I said before, it all depends upon the availability of funds and unless the Planning Commission okays all these things we are helpless in the matter.

Shri Indrajit Gupta raised a number of points. He said that the NCDC are stopping the production of coal. He wanted to know why it is that we

are running into a difficulty. As the hon. Railway Minister has accepted, there is a shortfall in the supply of wagons to the extent of 8,000. But we are trying to meet it by the steps we have taken. We are going to bring more and more BOX type wagons which will carry 55 tons. The pay-load is 55 tons as against 22 tons of the ordinary wagons. We have also indented for a large quantity of steel for the purpose of construction of wagons. We have placed orders and have practically got 2,38,000 tons of matching steel which is necessary for wagon construction. We have also placed orders with our own workshops apart from the private sector which Shri Gupta was mentioning. It has now been decided to manufacture 2,000 BOX type wagons in the four selected railway workshops, namely, Golden Rock (Southern Railway), Amritsar (Northern Railway), Kancharapara (Eastern Railway) and Lallaguda (Central Railway), each of them manufacturing 500 wagons per year. The preparatory work of ordering materials for the manufacture of jigs and fixtures is on hand. Therefore it is hoped that with the matching steel available now and the railway workshops having been ordered to construct these wagons as also the necessary material being available to the private sector, we shall be able to catch up with the deficiency and make good the shortfall that has been mentioned by the hon. Minister. I have no doubt in my mind that we will be able to have more wagons at our disposal to move whatever goods are available for movement.

That also meets the point raised by Shri Gupta, namely, that Government should take up production of wagons. As a matter of fact, the railway workshops have taken it up and I have no doubt in my mind that with their efficiency they will be able to complete it in record time.

He also raised the question of apprentices. It has also been answered before. It is true that apprentices have been trained, but we have got to see whether we can absorb all of them if we are to continue the training. Whoever has completed the course we are trying to fit him in, if not in the railways in other departments, so that their training may not go to waste. He also suggested the introducing of concessions for travel during Id. I do not know whether it would be possible to give more and more concessions for travel. Already, the trains are over-loaded and over-crowded. Any more concessions for festivities would only help to increase over-crowding and not lessen it. It would be far better if we do not give more concessions but carry the passengers that are offering themselves without concessions. It would be more than a job to carry these passengers who are offering themselves.

Shri Ram Saran also mentioned about over-crowding. He had suggested that it may be due to ticketless travel also. It may be true. Ticketless travelling, as the House knows, is a well known evil in the Railways. In many of the foreign Railways, this evil is not present. In Japan, there is hardly a case of ticketless travel. I hope the public in this country will realise their duties to the Government and the nation and it is up to the people themselves to see that ticketless travel is checked. We are taking every step from the Railways point of view. But, that is not the whole of it. Unless the public also co-operate, I am afraid, it will not be completely possible to eliminate ticketless travelling.

Shri C. D. Gautam mentioned about the wooden sleepers having gone rotten in Jabalpur and the speed having come down to 10 miles an hour He wanted that this M.G. should be converted into B.G. We wish we were in a position to convert all this. But, conversion from M.G. to B.G. is not an easy affair. I am afraid it will cost as much as constructing a new B.G. line, because the track that is fit for M.G. will not be fit for B.G. Neither the track, nor the bridges nor the embankments will be fit. Practically the whole of it will be a new line. In that case, I must confess we don't have the funds for conversion from M.G. to B.G.

Shri T. B. Vittal Rao: Even when funds were provided, we have not been able to do this.

Shri S. V. Ramaswamy: If funds are provided, we shall do it. But, where are the funds?

Shri T. B. Vittal Rao: What happened to the Latur-Khurdwadi-Miraj line? Funds were provided. We did not do it.

Shri S. V. Ramaswamy: That comes to Rs. 10 crores. Whether the Planning Commission would allot that amount, it is a difficult proposition.

Shri T. B. Vittal Rao: The Planning Commission included it in the Second Plan.

Shri S. V. Ramaswamy: Shri Neswi urged that the south was neglected. He also mentioned two lines which were necessary to satisfy the aspirations of the people of the Mysore State. We quite see that these two lines are really important. Again, I have got to repeat that it all depends on the money made available to us by the Planning Commission. He also mentioned about the slowness of the train between Hubli, Sholapur, Bangalore and Poona. These are all metre-gauge trains. The rails are not also up to the standards. As I saw myself, the track takes the lie of the land. If it is a hillock, it goes up the hill and if it is down the valley, it goes down. There is not cutting of the hill, or embankment if there is a depression, so that the track may be even and speed may be picked up. It goes on winding. I am afraid it may not be possible fully to come up to the expectation of the hon. Member so far as speed is concerned because the track is laid in that condition in the Mysore State.

He also mentioned about the sanitary conditions with regard to food. He wanted that milk should be vended in glasses with covers. I think it is a very salutary suggestion. We should insist upon some cover being provided to prevent flies, ants and all these things. That is a good suggestion. We should ask our officers to have an eye upon all these things. He also suggested that sugar should not be mixed with milk. That is also a good suggestion. But, how to enforce it may be a problem. We shall look into it. He also pleaded that extra trains should be run wherever there is a local *mela*. I think it is very difficult to provide such extra trains for any local *mela* or local festivals. To have an extra train requires not merely coaches, rakes and power but also line capacity. All these things may not always be available. The railway officers are well aware of the needs, and whenever it is very important, I have no doubt that the local authorities will meet the situation and satisfy the needs of the people.

Shri Jagjivan Ram: Five minutes more for my hon. friend.

Shri S. V. Ramaswamy: I think I have ten minutes more.

Mr. Speaker: The hon. Deputy Minister may go on. The House is willing to sit, whether the House has got a good number or not.

Shri S. V. Ramaswamy: Shri T. B. Vittal Rao has raised a number of points. To answer them would itself require about ten minutes. However, I shall select only a few points. His main point was about the movement of coal. My hon. friend said that loading on Sunday would not be possible. But then he fails to see that there is wastage of national transport capacity unless they fall in line with loading on Sundays. I have got with me here the figures of the pit-head stocks in the Singareni coal-fields at the end of each month. I find that the loading has been much in excess in 1960, as compared with the 1959 figures. In November or December, 1959, it was 44, but actually, in December 1960, it was 62 wagons per day. Although the Singareni collieries are now willing to load on Sundays, yet, it is noticed that there is some shortfall in loading on

Sundays against their week-day loading of 330 or so. As the available transport capacity cannot be allowed to go waste on account of the refusal of the collieries to load on Sundays to the same extent as on other week-days, in the overall interests of the country, and as the transport capacity to be catered for at the end of the Second Plan, with the railways has been planned on this basis, orders have been issued to the Central Railway to revise their daily quota of supplies to these collieries on a seven-day-working basis in the hope that the collieries would place their indents on a uniform basis throughout the week, instead of varying them as they are still doing. Also, if the machines need rest and need overhauling on a Sunday, I hope they would co-operate with the railways by resorting to manual loading on Sundays. That is the only way to prevent national waste.

Shri Narasimhan: He did not bargain for that.

Shri S. V. Ramaswamy: Then, there was our professor Shri D. C. Sharma who used some expressions which are perhaps worth repetition. He called it the 'Ministry of Anomalies'. Then, he wanted to streamline the administration, and he said that the Railway Ministry was a Hindu Ministry in which there were various categories with bewildering complexity.

He also said that the consultative committees were really no good, because Members put forward ideas and suggestions for redress of grievances, but—I am quoting him—they 'get the hell of non-fulfilment of those promises'. He said also that the consultative committees were 'comic operas'. I am quoting his words. The professor has been saying all these things, but it would be well appreciated that these consultative committees are really doing very good and useful work. Many of the matters for which there is not enough time for discussion in the House are debated upon at length in those consultative committees. The general managers come for the meetings, as also the railway officers and members of the Railway Board; they are all present there, and we discuss across the table, and whatever is possible is accepted. When we meet next time, the actions that have been taken or have not been taken are reported to the committee. It is clear that the consultative committee meetings are really performing a very useful function.

Shri L. Achaw Singh wanted many new lines for Manipur and Tripura. We are linking and giving one line Dharmanagar-Patharkandi for the present in the Third Five Year Plan. As regards other lines for Imphal and other places, it may not be possible to do so in the near future in view of shortage of funds.

Shri Gulam Mohideen spoke about certain difficulties in the Madurai station. We shall see that it is set right. He said that there was a loss on the Bodi route. I myself was there. There were not so many passengers, because there was a parallel roadway and there were 65 buses running there. As regards the line from Madurai to Bodi, when I checked up I found there were only 55 passengers in a train consisting of 6 coaches. Perhaps if a longer line is laid and if it is linked with Cochin port up the Western Ghats, there might be traffic, but it may not be possible to have it done in the Third Five Year Plan.

Shri Narasimhan raised a point about loco maintenance. I must satisfy his curiosity, though it was not raised in this discussion but during the general debate. The vital indices of performance which reflect the efficiency of maintenance are: (a) percentage of stock under and awaiting repairs, (b) number of coaching and wagon hot boxes and (c) engine miles per engine failure etc. It will be seen that the position in this respect has improved as compared to the first year of the Second Five Year Plan. I am

[Shri S.V. Ramaswamy]

giving the figures only for locomotives so as to save time.

	Percentage of stock under and awaiting repairs			
	1956-57		1959-60	
	BG	MG	BG	MG
Locomotives (Steam)	15·83	15·91	15·02	14.26

Therefore, there has been a distinct improvement in the position. As regards engine miles per engine failure, in 1956-57, the figures were, B.G. 61,201 and M.G. 42,052 and in 1959-60, they were B.G. 61,734 and M.G. 56,505. Again, there has been a distinct improvement.

As regards the percentage of locomotives, carriages and wagons overdue periodical overhaul for the year 1956-57, i.e. the first year of the Second Plan, and 1959-60, the figures—I give for locomotives only—are as under:

	1956-57		1959-60	
	BG	MG	BG	MG
Locomotives	0·42	3·25	0·48	1·70

It will be noticed that there has been general improvement in the position except in the case of broad gauge locos where the percentage has increased by 0:06 which is certainly negligible.

Some Hon. Members: We are all satisfied.

Shri S. V. Ramaswamy: There was a suggestion from an hon. Member who said that for the provident fund account, pass book may be given. I think it is a good suggestion which is worth exploring. We shall go into it.

Shri Goray suggested that there should be a divisional headquarters in Kurda Road. It has been repeatedly said that there is heavy work going on in the South Eastern Railway and it would not be possible to change over from one system of administration to another during the pendency of this heavy work. He also mentioned about four lines in Maharashtra. For that again, the question of money comes in.

I will touch on only one more point. Shri Goray mentioned about retired railwaymen in connection with pension. I may state that if any one at all is to be admitted to the benefits of pension, it would be first necessary for the employee to refund the Government contribution of the provident fund and the special contribution or gratuity already paid to him. I do not know how many would be in a position to repay this amount. In any case, this decision of 1957 for pension did not arise out of the 1947 Pay Commission Report. So, there is not much substance in that contention.

He raised also another point about the old quarters in Tadivala Road. We have got some provision. The rent of each class of quarters on the railways is pooled together, and old and new quarters in the same class are charged the same rate. In exceptional circumstances, however, where certain quarters of an upper class are below the normal standard, they are pooled separately. We shall think of applying this rule to those quarters.

Then, other hon. Members mentioned many local affairs. Shri Mathur mentioned about discriminatory treatment. I am sorry there is no discriminatory treatment, so far as Rajasthan is concerned. We do not think of political boundaries in the administration of railways. We do not post junior officers alone in Rajasthan area. We have no such idea at all. The map we look at is the map of India, and not that of any particular political region. It is true there are different grades of officers—junior, intermediate and senior. It is possible intermediate officers are posted, and I know some of them are intermediate officers who are in charge of some of the divisions there.

Shri Harish Chandra Mathur: What is the justification?

Shri S. V. Ramaswamy: What is wrong about it?

Shri Harish Chandra Mathur: I know the Minister appreciates it.

Shri S. V. Ramaswamy: The last request Shri Mathur made was about a broad gauge line to Jaipur. That again is a matter, as I submitted, which will depend upon the money available.

I think I have done.

Mr. Speaker: Now I put all the cut motions to the vote of the House.

All the cut motions were put and negatived.

Mr. Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the Order Paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of Demands Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20 and 22."

The motion was adopted.

18.33 hrs.

APPROPRIATION (RAILWAYS) NO. 2 BILL*

The Minister of Railways (Shri Jagjivan Ram): I beg to move for leave to introduce a Bill to authorise payment and app priation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1961-62 for the purposes of Railways.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1961-62 for the purposes of Railways."

The motion was adopted.

Shri Jagjivan Ram: I introduce the Bill.†

RAILWAY PASSENGER FARES (REPEAL) BILL

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): There is a small Bill, the Railway Passenger Fares (Repeal) Bill. It will take only one minute.

Shri T. B. Vittal Rao (Khammam): It will not take one minute, because I want to speak on it. It will take some time.

Is this the way Parliamentary business is arranged? Till 6.30 we are sitting. At the last minute we get a Bill, and it is passed. I take strong objection to this way of proceeding.

Mr. Speaker: Has this been put on the Order Paper?

Shrimati Tarkeshwari Sinha: Yes.

Mr. Speaker: The hon. Member says he has got something to say.

Shrimati Tarkeshwari Sinha: The whole matter was discussed when the Railway Convention Committee's Report was being discussed by Parliament, and Parliament has given approval to the principle. I only want to incorporate that very thing in this Bill, and get it passed as an Act. That is the only thing I have to do, if the hon. Member will permit me.

Shri T. B. Vittal Rao: I am prepared to sit for 15 or 20 minutes more. Let us discuss it and pass it, not in a minute.

I have been watching. When the Deputy Minister of Railways was replying, the Minister of Parliamentary Affairs was saying, "Keep quiet", and so no reply was made. Is this the way? Is it Parliament or any-

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*Published in the Gazette of India Extraordinary Part II—Section 2, dated 13-3-61.

†Introduced with the recommendation of the President.

[Shri T. B. Vittal Rao]

thing else? Once in a year we get the Demands.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I think it does not lie in the mouth of the hon. Member to say like this, when not one of the Members to whom he is referring is here.

Shri T. B. Vittal Rao: He is not able to have quorum in the House.

Shri Satya Narayan Sinha: That is true.

Shri T. B. Vittal Rao: That is true, but does that redound to the credit of the hon. Minister of Parliamentary Affairs?

Shri Satya Narayan Sinha: What, I cannot keep you in the lap.

Shri T. B. Vittal Rao: Four hundred crores of rupees are passed by this House without quorum.

Shri M. L. Dwivedi: Sir, this conversation is going on without addressing you.

Mr. Speaker: I cannot allow it when there is an objection.

Shri Satya Narayan Sinha: Yes, Sir. I have no objection to your taking it up tomorrow.

Mr. Speaker: Tomorrow the Budget will start, and this will be taken up.

Shri T. B. Vittal Rao: This Bill has to be passed by the Rajya Sabha also. It will not take 15 minutes.

Shri Jagjivan Ram: Tomorrow this should be the first item. This will not take much time.

Mr. Speaker: Shri Asoka Mehta told me something. There is force in that assumption that when the General Budget discussion starts it must be the first thing in the day. There is some sancti y attached to it. If hon. Members are willing to sit another 10 or 15 minutes, we will dispose of this. I think the hon. Minister has nothing to add.

Shrimati Tarkeshwari Sinha: Sir, I will move. Sir, I beg to move:

> "That the Bill to repeal the Railway Passenger Fares Act, 1957 and to make certain provisions consequential thereto, be taken into consideration."

As I said, the Bill has been based on the recommendation of the Railway Convention Committee, 1960. The recommendation is that from 1st April, 1961, the tax on Railway Passenger Fares at the existing rates should be merged with railway fares and that in lieu of the net proceeds of the tax assignable to States a fixed annual subvention of Rs. 12·50 crores should be given. Parliament has already accepted the principles of that Convention's Report; and this Bill seeks to implement it. That is the only purpose of this Bill. There is nothing else which I have to say in this connection.

I move.

Mr. Speaker: Motion moved:

> "That the Bill to repeal the Railway Passenger Fares Act, 1957 and to make certain provisions consequential thereto, be taken into consideration."

I understand some hon. Members, under the impression that we will not be sitting after 6·30 P.M., have left though they wanted to speak on this Bill. I cannot put them at a disadvantage. Therefore, at this stage, this will stand over for tomorrow. I will consider whether I should give priority to this immediately after Question Hour or after one or two speeches on the General Budget have been made. During the lunch hour we will get it through. I will ask.....

Shri T. B. Vittal Rao: Then, it will be interrupting the General Budget discussion.

Mr. Speaker: Does not matter. Somehow it must be got through. The other House also has to pass it.

The House will now stand adjourned till 11 a.m. tomorrow.

18:38 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March, 14 1961/Phalguna 23, 1882 (Saka).

Monday, March 13, 1961/Phalguna 22, 1882 (Saka)

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N.B.—The sign † marked above the name of a Member on Questions which were orally answered indicates that the Question was actually asked on the floor of the House by that Member.

GMGIPND—LS II—2158 (Ai) LS—22-3-61—900.